

The Genuine
'TANSAN'
Indispensable during the
warm weather.
INVIGORATING
STIMULATING
SOLE AGENTS
H. PRICE & CO.,
12, Queen's Road,
458

The China Mail

ESTABLISHED 1845

The Celebrated
BLATZ
BEER
OF MILWAUKEE, U.S.A.
\$28.00 per Cask of
10 Dozen Pints
SOLE AGENTS
H. PRICE & CO.,
12, Queen's Road,
458

No. 12,859

號一廿月十年三零百九千一英

HONGKONG, WEDNESDAY, OCTOBER 21, 1903.

日二初月九年卯癸

PRICE, \$3.00 Per Month

Intimations.

NOTICE TO PASSENGERS.

PENINSULAR AND ORIENTAL
S. N. CO.
PASSAGE TO EUROPE.
INTENDING Passengers are requested
to note that from this date Passages
to and from Europe commencing
Henceforth with the a.s. *Coromandel*,
leaving Shanghai on the 12th January next
and Hongkong on the 16th January, and
Outwards by Mail Steamers leaving Lon-
don on and after the 1st January, 1903, will
be charged at the following Rates, payable
in local currency at current sight Bank rate
of exchange on day of payment:—
To MARSEILLES, 2nd First Saloon,
and 2nd Second Saloon.
To LONDON, 1st First Saloon, and
2nd Second Saloon.
Return tickets at a fare and a half of the
above rates.
E. A. HEWITT,
Superintendent,
P. & O. S. N. Co.
Hongkong, October 20, 1903. 2146

MESSAGERIES MARITIMES.

PASSAGE TO EUROPE.

INTENDING Passengers are requested
to note that from this date Passages
to and from Europe commencing
Henceforth with the a.s. *Coromandel*,
leaving Shanghai on the 12th January next
and Hongkong on the 16th January, and
Outwards by Mail Steamers leaving Lon-
don on and after the 1st January, 1903, will
be charged at the following Rates, payable
in local currency at current sight Bank rate
of exchange on day of payment:—
To MARSEILLES, 2nd First Saloon,
and 2nd Second Saloon.
To LONDON, 1st First Saloon, and
2nd Second Saloon.
Return tickets at a fare and a half of the
above rates.
G. DE CHAMPEAUX,
Agent,
Messageries Maritimes.
Hongkong, October 20, 1903. 2147

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER Lloyd.
HAMBURG-AMERICA LINE.
PASSAGE TO EUROPE.
INTENDING Passengers are requested
to note that from this date, commencing
with the a.s. *Seiden Voyage* 281 on the 9th
January from Yokohama, leaving Hong-
kong on the 20th January, Passages Money
to Europe will be charged at the following
Rates, payable in local currency at current
sight Bank rate of exchange on day of
payment:—
To NAPLES or GENOA 1st First Saloon,
and 2nd Second Saloon.
To ANTWERP, SOUTHAMPTON, BRE-
MEN or HAMBURG 1st First Saloon,
and 2nd Second Saloon.
Return tickets at a fare and a half of the
above rates.
NORDDEUTSCHER Lloyd,
MELCHERS & CO.,
Agents.
Hongkong, October 20, 1903. 2148

DANCING.

PLEASE NOTE

MR DONALDSON (DAUGHTER OF
PROFESSOR T. F. WALLACE) of
ROSEMOUNT DANCING ACADEMY, GLASGOW,
begs to inform the Residents of Hongkong
and District that her Classes are now form-
ing in the CITY HALL, and Beginners
who wish to be able to Dance This Season,
in time for the Scotch Ball, should enrol at
once.
BEGINNER'S CLASS
Twice Weekly \$10 a month.
ADVANCED CLASS
Once a Week \$7 "
CHILDREN'S CLASS
Once a Week \$4 "
PRIVATE CLASSES OF PUPILS as
may be arranged.
Pupils enrolled at the ROSEMOUNT DANCING
Academy, Glasgow.
Hongkong, October 14, 1903. 2118

WILLIAM MACLEOD, D.D.S.,
DENTIST.
11 & 12, BRACKENFIELD ARCADE.
Hongkong, September 22, 1903. 1758

THE POPULAR SCOTCH IS BLACK & WHITE



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to
H. M. THE KING
and
EARL THE PRINCE OF WALES
Supplied at all the leading Clubs and
Hotels, and to be obtained from LANE,
CRAWFORD & CO., Queen's Road
Central.

Business Notices.

W. S. BAILEY & CO.

Engineers, Shipbuilders, Boilermakers,
Blacksmiths, and Brass and Iron Founders.

COAST AND RIVER STEAMERS, STEAM WATER BOATS, LIGHTERS,
TUGS AND FAST STEAM-LAUNCHES.

Pumps, Packings, General Stores and Engineers' Tools of Every Description.

OFFICES & SALES-ROOMS, ENGINE & SHIPBUILDING WORKS,
60 & 62, DES VŒUX ROAD CENTRAL, KOWLOON BAY.
W. S. BAILEY, M.A.M.E.S.E. E. O. MURPHY, M.E.S.E., A.M.E.S.E.

CONTRACTORS FOR ALL KINDS OF ENGINEERING WORK.
PLANS, SPECIFICATIONS AND TENDERS.
Consulting and Superintending Engineers and Surveyors.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

a.s. HONAM, 2,363 tons, Captain H. D. Jones.
a.s. POWAN, 2,333 tons, Captain G. F. Morrison, R.N.R.
a.s. PATSHAN, 2,260 tons, Captain A. W. Dixon.
a.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.
a.s. KINSUAN, 2,800 tons, Captain J. J. Lonsdale.
Departures from Hongkong to Canton daily at about 7 a.m. and 10 a.m. (Sunday
excepted), and at about 6 p.m. (Saturday excepted).
Departures from Canton to Hongkong daily (Sunday excepted), at about 8 a.m.,
2 p.m. and 6.30 p.m.
These Steamers carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

Hongkong-Macao Line.
a.s. HEUNGSHI, 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao daily at 2 p.m. (Sunday excepted).
Do. from Macao to Hongkong daily at 8 a.m. (Sunday excepted).

Canton-Macao Line.

a.s. LUNGSHAN, 310 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
about 7.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday
at about 7.30 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI- GATION COMPANY, LTD., AND THE SINGAPORE STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.
a.s. NANNING, 663 tons, Captain R. D. Thomas.
a.s. SAINAM, 538 tons, Captain E. Branch.
a.s. TAI HING, 618 tons, Captain T. A. Webster.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin
accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—
HONGKONG CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

MAC LAREN'S

CANADIAN CHEESE

In Jars (Medium and Small) Wholesale and Retail from
LANE, CRAWFORD & CO.,
SOLE AGENTS.
Hongkong, May 6, 1903. 933

FAIRALL & CO.

HAVE JUST RECEIVED A FURTHER SELECTION OF
NEW AUTUMN AND WINTER DRESS GOODS
SMART PARISIENNE MILLINERY,
DROP ORNAMENTS,
DAY AND EVENING (AMERICAN) SHOES.
Hongkong, October 10, 1903. 1656

THOMAS P. HALL,

FOR many years Master in the Service
of DOUGLAS STEAMSHIP COY.,
LTD., has the honour to inform the Ship-
ping and Mercantile Community that he
has this Day established himself as a
MARINE SURVEYOR.
T. P. HALL,
1, Prince's Building, 3rd Floor.
Telephone 418.
Hongkong, August 24, 1903. 1647

BY ROYAL WARRANT

Bovril

gives strength and
sustenance.
Used as a drink, BOVRIL
stimulates, exhilarates,
and "comforts." It also
strengthens, sustains, and
invigorates.

Used in the kitchen,
BOVRIL makes more
palatable and nourishing
every dish to which it
is added.

To be obtained at all Stores, Chemists,
Grocers, &c., throughout Hongkong, China
and Japan.

Wanted.

BY THE TANGSING PAGER DOCK COMPANY
LIMITED, Singapore, an Experienced
Man to take charge of the Barge Build-
ing Department outside. Must have had
considerable experience in Barge Building
and Repairing, used to Native Labour, able
to set out and to take out Quantities and
Measure up.
Only First-class man need apply, stating
Age, Qualifications and Salary required to
the SECRETARY, THE TANGSING PAGER
DOCK COMPANY, LIMITED, Singapore.
October 14, 1903. 2114

ROOMS WANTED.

WANTED—TWO ROOMS (Furnished
or unfurnished) at Kowloon by Eng-
lish-speaking person with highest credentials.
Apply, stating terms, to
Care of 'CHINA MAIL' Office.
Hongkong, October 16, 1903. 2119

WANTED.

AN Expert TYPEWRITER. Remun-
eration and Salary required to be
Good Salary given to a well qualified
Assistant.
Apply by letter to 'MEMO,'
c/o Messrs KELLY AND WALSH, LTD.,
Hongkong, October 17, 1903. 2137

WANTED.

FOR the SHANGHAI HORSE
BAZAAR CO., LD., a competent
FOREIGN ASSISTANT to take charge
of the Training and Breeding of Horses
and Ponies. Quotations provided. Apply
by letter only stating qualifications, to
LANE, CRAWFORD & CO.,
Hongkong.
Hongkong, October 19, 1903. 2142

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED, (SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

Bell's Asbestos 'Dagor,' 'Damon,' and other well known packings for Piston
Rods, etc., suitable for highest pressures. Pump Packings, Jointing Material, As-
bestos Cloth, Tape, and Boiler Door Joints metallic or non-metallic—Rubber and
Vegetable Fibre Valves for Air and Circulating Pumps. Gauge Glasses, Packing
rings of Asbestos, Rubber and Woodite.
Bell's Asbestos Non-inducing Composition for covering Boilers, Steam Pipes, etc.
(only best quality kept). Boilers covered with Bell's Composition repay expense of
covering in a few months saving of fuel. Estimates given for Covering Boilers, etc.
Bell's Asbestos Expansion Tape, Millboard, Insertions, and Rope.
Bell's Asbestos Special Engine Oil—unsurpassed for Marine Engines. A large
Stock of Engine and Cylinder Oils always in hand.
Bell's Asbestos—Solid Lubricants, clear and efficient—1 lb. is equal to from 2
to 4 gallons of oil.
Bell's Boiler Preservative speedily removes existing scale and prevents corrosion—
does not injure the plates.
Asbestos Packings, Stop Valves, and Gauge Columns. Steam Gauges and
other engineers' requisites always in stock. Lists and Prices on application.
BRADLEY & CO., Managers, OFFICE, 6 DES VŒUX ROAD,
Hongkong, opposite King Edward Hotel entrance.

SPORTING SEASON

New Stocks Just Received of
FOOTBALL and CRICKET GEAR
TENNIS and GOLF GEAR
HOCKEY and CROQUET GEAR.
TENNIS, CRICKET, AND BOATING SHIRTS,
SWEATERS AND JERSEYS.
LANE, CRAWFORD & CO.
Hongkong, October 19, 1903.

Cutler, Palmer & Co.

(Wine Shippers to China since 1816).
Have always Stocks of their well-known Brands with
SIEMSEN & CO.,
Hongkong, 15th July, 1901.

CHAMPAGNES

CHARLES HEIDSIECK
PURVEYOR TO HIS MAJESTY KING EDWARD
SIEMSEN & CO.,
SOLE AGENTS FOR CHINA AND JAPAN

IN CHOICEST VARIETY

A SPLENDID ASSORTMENT
OF
CHOCOLATES AND
CONFECTIONARY
IN MOST ATTRACTIVE FORMS.
WATKINS, LTD.,
WATKINS NEW BUILDING,
QUEEN'S ROAD CENTRAL, HONGKONG

ELECTRIC LIGHT

ELECTRIC LAMPS OF ALL KINDS AND AT MODERATE
PRICES ALWAYS IN STOCK.
EDM. JOHANNSEN,
10, DES VŒUX ROAD CENTRAL.
2135

榮 CHEE WING & CO. 致 28 & 30, LEE YUEN STREET (WEST) HONGKONG.

DEALERS IN
All Sorts of COPPER, BRASS, STEEL
IRON WARE, &c.
STEEL GIRDERS AND TEES,
CORRUGATED IRON, PIG IRON, &c.
Suitable for
SHIPS, ENGINEERS AND HOUSE BUILDERS.
Hongkong, May 23, 1900. 1227

MEE CHEUNG,
HIGH-CLASS PHOTOGRAPHER,
Developing and Printing for Amateurs.
ENTRANCE NEXT A SPECIAL FEATURE.
BRANCH
HONGKONG HOTEL CORRIDOR.
1687

THE PUBLIC ARE HEREBY NOTI- FIED that the Undersigned are the SOLE AGENTS for the above mentioned Coal in this Colony.

MIKUSHIMA & CO.
Hongkong, October 9, 1903. 2072

Business Notices.

GREEN ISLAND CEMENT CO., LTD. Portland Cement.

In casks of 375 lbs net, \$4.75 per cask, ex Factory.
In bags of 250 lbs net, \$2.85 per bag, ex Factory.
FACTORIES—HONGKONG AND MACAO

Glazed Stoneware, Drain Pipes and Fittings, Glasses,
Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS—DEEP WATER BAY HONGKONG

For further particulars, apply to

Shewan, Tomes & Co., GENERAL MANAGERS

VICTORIA DISPENSARY.

VERY RARE OLD LIQUEUR SCOTCH WHISKY
(in Square Bottles).
One of the Oldest and Best-known Whiskies in the Colony.
FINE OLD CLAYMORE WHISKY.
FINEST OLD SCOTCH WHISKY.
Specially bottled for us by James & Co.
LOCHABER SCOTCH WHISKY.
A very fine Blend, Matured and Mellow.
THE VICTORIA DISPENSARY,
QUEEN'S ROAD.

HONGKONG HOTEL

A FIRST-CLASS HOTEL IN EVERY RESPECT.
WELL FURNISHED THROUGHOUT.
BEST QUALITY PROVISIONS AND LIQUORS.
EUROPEAN CHEF.
EVERY COMFORT FOR VISITORS. PRICES MODERATE. 2196

The Peak Hotel

Admirably Situated—Sheltered from the North-East Monsoon and Open to the
South-West Monsoon.
A COVERED GANGWAY LEADS FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.
Telephone No. 23.
89 Telegraphic Address:—'PEACEFUL' Term Office, DUNDREY STREET

CONNAUGHT HOUSE HOTEL

QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL, SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES.—EXCELLENT CUISINE AND WINES.
Large and Lofly Rooms Elegantly Furnished. Hydraulic Elevators.
Hot and Cold Water throughout. Special Rates for Tourists.
Lunch Service for Guests.
For Terms, apply
THE MANAGER.

W. BREWER & CO.

CHRISTMAS AND NEW YEAR CARDS FOR THE HOME MARKS.
CHINESE RICE PAPER.—JAPANESE HAND-PAINTED.
Our selection of Cards suitable for Printing on, and in many Cases for adding a
Photograph, is also superior to any previous years.
COMIC POST CARDS.
NEW STOCK OF LATEST NOVELS.
LETTS DIARIES, CALENDARS, &c.
A Book for the Globe-trotter, from Hongkong to Canton, with Maps and Illustrations,
by C. V. Lloyd.

JUST ARRIVED.

SPICED ANCHOVIES PER KEG, 1.50
MILCHNER HERRINGS „ 3.75
SALMON BELLIES PER KIT, 4.25
SHORE MACKREL „ 6.25

ANGLO-AMERICAN STORES,

1 & 3, Wellington St., Hongkong;
63 & 64, Elgin Road, Kowloon.

WATERMAN'S FOUNTAIN PEN... ..PELICAN FOUNTAIN PEN.
CRICKET AND TENNIS GOODS (NEW STOCK).
GENTLEMEN'S BOOTS & SHOES, BLACK & BROWN, ENGLISH MAKE.

AQUARIUS.

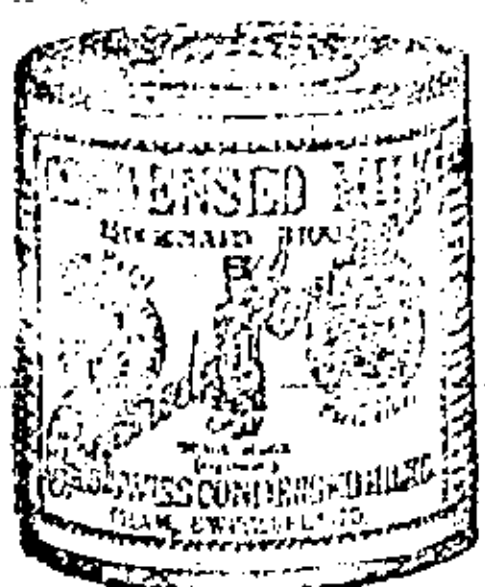
MERE FILTRATION is, as people are now beginning to
understand, QUITE INEFFECTUAL for destroying the
worst organisms that water may contain.
The Aquarius Company use PURE DISTILLED WATER
ONLY in the manufacture of ALL THEIR TABLE WATERS.
Telephone No. 75.

Caldbeck, Macgregor & Co., GENERAL MANAGERS.

Hongkong, October 16, 1903.

Intimations.

Milkmaid



BRAND
Milk
Guaranteed
Full Cream.



Largest Sale in the World.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE.
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PINCE-NEZ AND EYE PRESERVES.
G. FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

EASTMAN'S KODAKS AND FILMS.

64, QUEEN'S ROAD.

JAPAN COALS.

MITSUMI BUSSAN KAISHA
(MITSUMI & CO.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET, FIRST FLOOR.

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chomulpo, Yokohama, Kōkoku, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shinonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasabo, Maizuru, Mikke Hakodati, Fushiki, etc.

Telegraphic Address: 'MITSUMI' (A.B.C. and A 1 Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armada and the State Railway, Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Mitsui, Tagawa, Yamano, and Ida Coal Mines.
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinotani, Manada, Mannoura, Onoura, Otani, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunkibara, and other Coals.

Hongkong, April 24, 1903.

N. INUZUKA, Manager, Hongkong.

A healthy child is naturally full of life. His mother will tell you.

did her a lot of good its pure ingredients its perfect brewing when used in moderation all tend to build up the system. Better try it yourself.

SEATTLE BREWING & MALTING CO.
SEATTLE, WASH.
PHONE RAINIER 30.

Per Case (6 dozen Pints,.....) \$16.50
(Special terms to large buyers) (or 4 dozen Quarts,.....)

A. S. WATSON & Co., Ltd.,

Sole Agents for Hongkong, China and Manila.

Proved by experience

Three-quarters of a century before the Public and constantly growing in appreciation

van Houten's
PURE SOLUBLE **Cocoa**

Is to-day The Standard Cocoa of the World. Exquisite in flavor, highly nourishing and refreshing, experience proves it to be

The Best of all Cocos.

Intimations.

VICTORIA CHAPTER, No. 525, E.C.

A REGULAR CONVOCATION of the VICTORIA CHAPTER will be held in the 'EDMUNDSON' HALL, on WEDNESDAY, the 21st inst., at 8.30 for 9 p.m. precisely. VISITING COMPANIONS are cordially invited to attend.
Hongkong, October 14, 1903. 2116

CANTON INSURANCE OFFICE LIMITED.

NOTICE TO SHAREHOLDERS.
THE TWENTY-SECOND ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the OFFICES of the UNDERSIGNED, at 12 o'clock Noon, on THURSDAY, the 22nd proximo.
The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 22nd proximo, both days inclusive.

JARDINE, MATHESON & CO.,
General Agents,
CANTON INSURANCE OFFICE LIMITED,
Hongkong, September 20, 1903. 1190

HONGKONG JOCKEY CLUB.

NOTICE.
THE HALF-YEARLY GENERAL MEETING of MEMBERS of the above Club will be held in the CITY HALL on SATURDAY, 21st OCTOBER, instant, at 12 o'clock Noon.

T. F. HOUGH,
Clerk of the Course.
Hongkong, October 17, 1903. 2138

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

THE SHARE CERTIFICATE No. 4672 for one hundred Shares, numbered 37,601-37,700 inclusive, standing in the Register in the name of Dr THOMAS REYNOLDS of Fochow, having been lost, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Office of the Company, 38 and 40, Queen's Road Central, Victoria, Hongkong, before 25th OCTOBER, 1903, a New Certificate for the said Shares will be issued and the Old Certificate will thereafter be held by the Company as null and void.

JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong, September 22, 1903. 1962

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED, will be held at the COMPANY'S OFFICE, Nos. 38 and 40, Queen's Road Central, Victoria, Hongkong, on SATURDAY, the 21st day of October, 1903, at Noon, when the following Resolutions will be proposed, viz:—

1. That the Capital of the Company be increased from \$1,000,000 (divided into 100,000 shares of \$10 each) to \$1,500,000 (divided into 150,000 shares of \$10 each) by the creation of 50,000 new shares of \$10 each to be offered and if accepted to be allotted to the present shareholders of the Company at par in the ratio and proportion of one new share for every two old shares in the Company held by the respective shareholders thereof, the amount payable on each of such new shares respectively to be paid at such time or times and in such manner as the Company by its General Managers may hereafter determine.

2. That Article No. 82 of the Articles of Association of the Company be cancelled and the following Article substituted therefor:—

'The remuneration of the General Managers shall be \$4,000 per annum (which shall cover office rent but not salaries of Secretary and other employees) and commission of 5 per cent. of the net profits of the Company for each year that such profits amount to 7 per cent. of the Capital of the Company.'

Should the above Resolutions be duly passed as Special Resolutions, a Second Extraordinary General Meeting which will be subsequently convened.

Dated this 24th day of July, 1903.
JOHN D. HUMPHREYS & SON,
General Managers.

FIRST-CLASS BOARD AND RESIDENCE.

'ST. GEORGES HOUSE,'
2 & 4, KENNEDY ROAD.

TOWER HOUSE, KENNEDY ROAD.

EXCELLENT TABLE. Every home comfort. Well furnished rooms facing the harbour.

For terms, apply to
Mrs G. SAOHEE,
'St. George House.'
Hongkong, July 15, 1903. 1963

KING EDWARD

HOTEL

A HIGH-CLASS PRIVATE HOTEL.

Ladies Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.

Electrically Lighted.
Electric Fans (if required).
Electric Passenger Elevator to each Floor.
Table D'Hôte at Separate Tables.
For terms, &c., apply to the

MANAGER.
Hongkong June 10, 1902. 1223

TANG YUEN.

BOARDING ESTABLISHMENT.
Splendid View of Harbour.
No. 18, MACDONNELL ROAD.
Under European Management.
Apply at the House,
or
At FAIRALL & CO.,
Opposite Hongkong Hotel.
Hongkong, June 10, 1903. 97

Intimations.

(ABBREVIATED) PROSPECTUS.

THE ASIO-JAPANESE LOCOMOTIVE AND ENGINEERING COMPANY, LIMITED.

[Incorporated under The Companies Ordinance, Hongkong, 1863 to 1900, and by the liability of a shareholder is limited to the amount of his shares.]

Capital, ¥1,000,000, divided into 10,000 shares of ¥100 each, payable as follows:

Yen 25 on Application, Yen 25 on Allotment, and the balance when called for.

Of these 10,000 shares, 6,450 are now offered in subscription.

MANAGER: ROLAND PINCH, Esq., of Yokohama, Japan.

MANAGING AGENTS: Messrs. SAMUEL & CO., Yokohama, Japan.

HONGKONG AGENT: GEO. K. HALL, Esq., (Temporary) 39 and 41, Des Voeux Road, Hongkong.

UDITOR: A. R. LEE, Esq., Hongkong.

REGISTERED OFFICES: Nos. 39 and 41, Des Voeux Road, Hongkong.

The Company has been formed for the purpose of acquiring land in Japan and of erecting works thereon for the construction and repair of locomotive engines, railway rolling stock, iron and steel bridges, structural ironwork, ironfoundry and general engineering work.

In addition to the manufacture of locomotive engines, for which there is a constant demand, this Company will undertake repair-work of all kinds in connection with railway rolling stock.

There is to the knowledge of the Manager only one small workshop in Japan which undertakes work of a similar character to that proposed to be carried on by this company. It is readily seen, therefore, that there is a great want in Japan for a company with modern machine-tools and a thoroughly efficient equipment capable of carrying out work in accordance with the Memorandum of Association.

The smaller railways using a large proportion of the total number of locomotives and rolling stock have no repairing shops, and suffer great inconvenience and expense in consequence, as it is difficult for them to get the necessary repairs and renewals attended to without serious delay. From these repairs alone a very profitable source of income will be realized.

The Manager has for several years designed engines for the East. These designs have been sent home, and the engines constructed from these designs have when completed, given universal satisfaction. From his intimate knowledge of the various Japanese Railways, he is thoroughly acquainted with the requirements, as well as with the different types of locomotives now in service, now on order, and on the stocks, and he will be able to see, therefore, that the Manager has an intimate knowledge of the type of engines required for the Japanese Railways, and the cost of manufacturing and delivering them, and the prices actually paid for them by the buyers.

The land which the manager proposes to acquire for the Company is situated at Kanagawa, Yokohama, Japan, and is suitable for the purposes of the Company as it is adjacent to the railway, and is thoroughly equipped and ready for work ten months after building operations commence, and that 25 locomotive engines will be completed within six months of the completion of the workshops, and the manufacture will go on at the rate of 25 engines for each half year. These could be sold for cash as completed.

Extensive orders are very frequently given for steel railway and other bridges with the least delay, and in view of the development of railway construction, such orders will continue to be issued in increased volume for many years to come. It is the intention of the Company to undertake the construction of such work, from which large profits are expected to be realized.

For several years past there has been a demand by the smaller of the Japanese Railways for the purchase of locomotives and rolling stock to be paid for on the hire-purchase system; hitherto no English builders have seen their way to supply any rolling stock on the terms named, and it is the intention of the Company to supply such demands under proper guarantees for payment, and from which large profits are also expected to be realized.

The Company therefore stands well under very favorable conditions and with a connection already established to about 60 per cent. of the total manufacturing capacity of the works, which is sufficient in itself to pay handsome dividends to the shareholders; and in view of the development of the East no difficulty is anticipated in securing orders to keep the Company's works constantly going to its utmost capacity. The Company will have no difficulty in securing all the skilled labour necessary on the spot, which will be directed by the Manager and supervised by thoroughly skilled foremen from home.

Railways are also in course of construction and extension in China, Manchuria, Corea, Siam, Borneo and Burma, and very large numbers of locomotives as well as other rolling stock will soon be needed on these railways, the whole of which will be imported. The Company proposes to endeavor to secure a portion of that work.

The following contract has been made, namely, A contract dated the 29th day of July, 1903, between Roland Pinch, Esq., of Yokohama, Japan, Gentleman, of the one part, and Edward Clarence Davis, Esq., of the same place, Gentleman, as Trustee for the Company, of the other part.

Articles of the Memorandum and Articles of Association of the Company and of the Contract above mentioned may be inspected at the office of the Company's Solicitor.

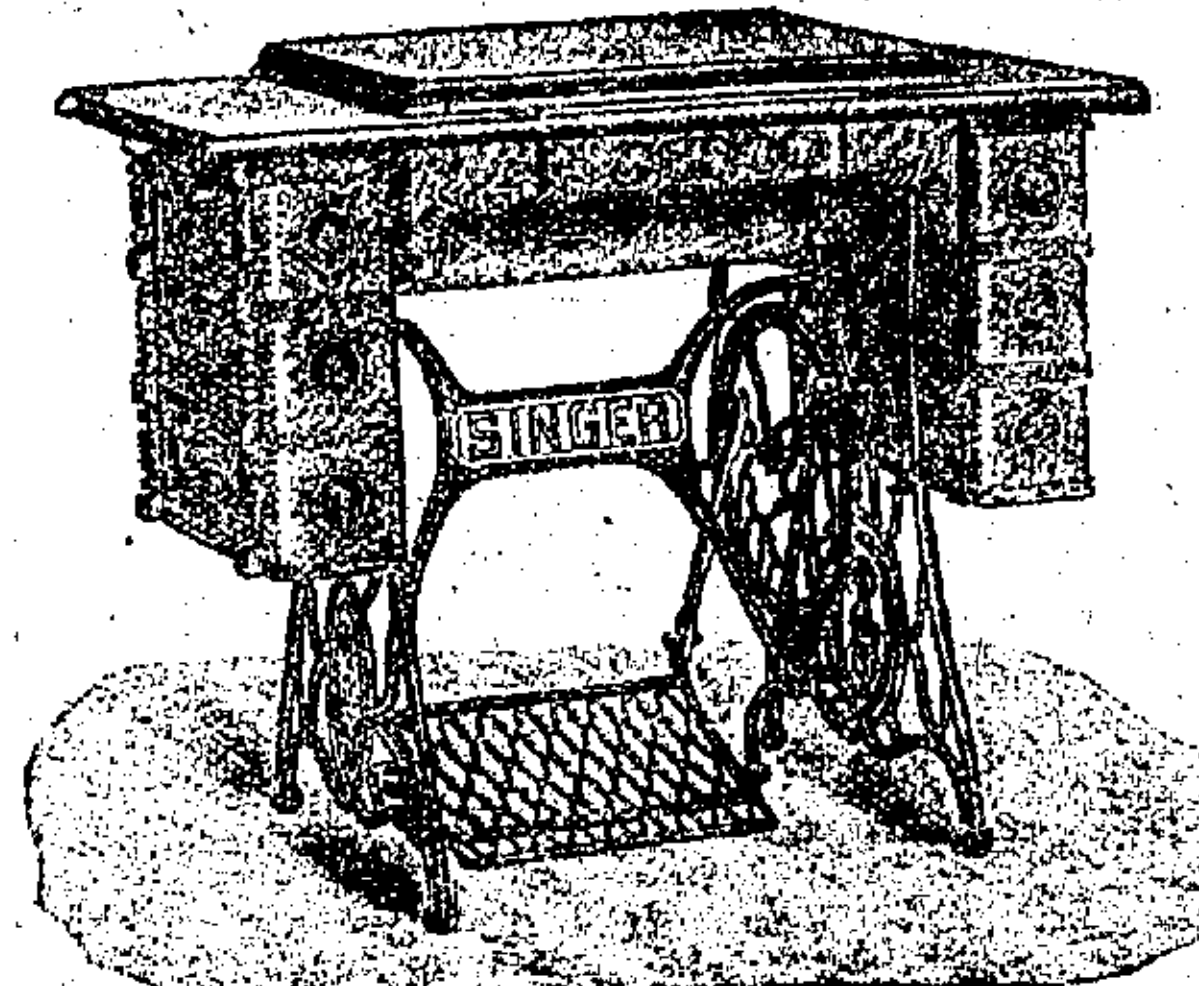
Forms of application for shares may be obtained from the Agent and Bankers. Applications for shares should be forwarded to the Bankers of the Company, The Hongkong and Shanghai Banking Corporation, Hongkong, or Yokohama, Japan, from whom copies of the Prospectus may be obtained.

Copies of the Prospectus and further information may also be obtained from the Bankers of the Company, Hongkong, from the Managing Agents, Messrs. Samuel & Co., Yokohama, Japan, and from the Agent in Hongkong.

Dated the 12th day of October, 1903.

2127

GENUINE "SINGER" MACHINES
ARE MADE ONLY IN
ENGLAND and AMERICA



BUYERS INSTRUCTED FREE OF CHARGE.

Simple, Silent, Strong and Speedy.
BUY THE BEST FOR CASH, OR ON SMALL MONTHLY PAYMENTS.

THE SINGER MANUFACTURING CO.,
3A, WYNDHAM STREET, HONGKONG,
and 64 ELGIN ROAD, KOWLOON.

To Let.

TO LET.

No. 33, CONDUIT ROAD. 6-Rooms. Tennis Court.
FURNISHED. MERTON LODGE. 7-Roomed House. Garden and Tennis Court. No. 10, WYNDHAM STREET. No. 24, CAINE ROAD. 9-Rooms. CHEAPEST HOUSES IN THE COLONY.

MORRISON HILL GAY ROAD. Nice Houses, 4-Rooms, Bath-rooms, out-houses and verandahs. Only \$40, inclusive of Taxes. WILD DELL BUILDINGS. No. 147, WANCHAI ROAD. Comfortable and Airy Flats of 2 or 3 Rooms, from \$25 inclusive of Taxes.

And others to suit various requirements. S. A. SEETHI, LAND & ESTATE BROKER, DAILY FAIR CO. Hongkong, October 6, 1903. 2030

TO LET—AT THE PEAK.

FURNISHED HOUSE, with Five Rooms. Apply to TELEPHONE COMPANY. Hongkong, October 15, 1903. 2126

GODOWN TO LET.

No. 155, PRAYA EAST. Spacious Two-storied Godown. Suitable for Van or Casks. Apply to THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, July 11, 1903. 2110

TO LET.

AT Moderate Rentals, High-class OFFICES, in ALEXANDRA BUILDINGS, occupying the best business position in the Colony. Apply to SECRETARY, A. S. WATSON & Co., Limited. Hongkong, September 23, 1903. 1961

TO LET.

No. 1, RIFON TERRACE, in FLATS. HOUSES in WONG NAI CHONG ROAD. FLATS in MORRISON TERRACE, CAUSEWAY BAY, FACING THE POLO GROUND. GODOWN at BOWRINGTON (Praya East). Apply to THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, October 10, 1903. 2195

TO LET.

A LARGE OFFICE on Ground Floor of No. 2, WYNDHAM STREET. Apply to THE SECRETARY, The Bowling Club Ltd. Hongkong, October 16, 1903. 2133

TO LET.

With Immediate Possession. 'DUNDEE' MAGAZINE GAP. Furnished. Apply to HUGHES & HOUGH, 8, Des Voeux Road. Hongkong, August 31, 1903. 1799

OCCIDENTAL HOTEL, Elgin Road, KOWLOON.

35 BEDROOMS, Excellently Furnished. Bath to each Room. DINING ROOM and CUISINE under Strict Supervision. European and American Wines, Spirits and Beers. English, American, and Manila Newspapers on file.

POOL and BILLIARDS.

Terms, \$4.00 to \$7.00 per day; \$75 to \$120 per Month. JAS. D. M. CAMERON, Manager. Hongkong, August 24, 1903. 978

For Sale.

FOR SALE.

ONE NEW 'BROWNLOW' PATENT FIELD SERVICE FILTER. Full particulars on application to THE MUTUAL STORES, 25, DES VOEUX ROAD CENTRAL. Hongkong, September 22, 1903. 1946

FOR SALE.

'EIGHT TOR.' The PRINCE. This is an opportunity which very seldom offers of buying a really first-class Peak property. For particulars, apply to 'EIGHT TOR' and 'ORANGE', 4, Des Voeux Road. Hongkong, October 6, 1903. 2039

AUCTIONS.

GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Office of the Public Works Department, on MONDAY, the 26th day of October, 1903, at 3 p.m., are published for general information. By Command, F. H. MAY, Colonial Secretary.

Colonial Secretary's Office, Hongkong, October 9, 1903.

Particulars and Conditions of the Letting by Public Auction Sale, to be held on Monday, the 26th day of October, 1903, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land, at Robinson Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Particulars of the Lot.

| Lot No. | Boundary Measure | Area | Frontage | Depth | Area in Acres | Area in Sq. Yds. |
|---------|------------------|---------|----------|------------|---------------|------------------|
| 1 | 1704 | 401' 0" | 88' 0" | 14, 02' 0" | 4.12 | 41, 02' 0" |
| 2 | 1705 | 401' 0" | 88' 0" | 14, 02' 0" | 4.12 | 41, 02' 0" |

2159

HING LOONG, SHIP'S COMPROMORE.

GENERAL STOREKEEPER-MARKET, BUTCHER, BAKER & COAL DEALER.

CAN Supply Ships and Families with the best of PROVISIONS, etc. At Lowest Possible Rates. No. 14, Victoria Street, Hongkong.

NOTICE.

This New Compradore's Shop, will be opened from 1st OCTOBER, 1903. EVERYTHING is of BEST QUALITY. Hongkong, September 28, 1903. 2001

MR. W. O. JACK.

Member of the Institute of Naval Architects, Late Assistant Manager at Kowloon Dock.

HAS the Honour to inform the public that he has this day commenced business as CONSULTING ENGINEER and SURVEYOR in Hongkong.

Hongkong, 1st March, 1903.

E. C. WILKS & CO.,

AGENTS for the Construction and Sale of Ships, Marine Engineers, Naval Architects and Surveyors. Collisions and Damages Surveyed for Insurance Companies. SHIP'S DRAWING AND SPECIFICATIONS PREPARED.

Telegraphic Address:—MARINERWORK, HONGKONG. Codes used A. 1. and A.T.O. 4th and 5th Editions.

Hongkong, March 24, 1903. 648

HOW RUSSIA LEFT MANCHURIA.

The following telegrams were published by the Kobe Herald:—
Newchwang, October 11.—Not a single Russian soldier has been withdrawn from Newchwang and district. On the contrary the number of Russian soldiers here is being increased.

Wiju (via Seoul), October 10.—A certain Japanese, who visited Ho-o-chen on the 8th inst., states that there were 600 soldiers, comprising Infantry, Cavalry, Artillery and Engineers. Colonel Pavloff, Commander of the Nalinsky Regiment, Baikal Column, and two or three officers with four guns were with the troops. The wives and children of the Russian officers have been sent back to Liaoyang. It is believed that the Russians at Liaoyang are making extraordinary preparations, for they particularly resent visits by Japanese. One party reports that a large quantity of provisions is being sent from Liaoyang to Ho-o-chen.

Seoul, October 10.—A Wiju despatch states that there are 600 Russian soldiers stationed at Ho-o-chen at present. They are shortly to be reinforced, and Colonel Pavloff, Commander of the Nalinsky Regiment, Baikal Column, with 25 officers, four field guns and six machine guns is coming there via Liaoyang.

BREACHES OF ETIQUETTE.

Some Droll Blunders.

As long as there have been kings and courts, gracious sovereigns and nervous subjects, there have been breaches of etiquette, and as long as human nature remains the same they will probably endure. The foundation of the Order of the Garter, and the episode of Sir Walter Raleigh's clock, were, I suppose (says the London correspondent of the Manchester 'Guardian') breaches of etiquette when they happened, though they have since attained to the dignity of historical events.

The young lady who told George III. that she had seen all the great sights except a coronation, and hoped to see that before she had done, made a momentary lapse from etiquette, but she did not blunder so badly as the nobleman who, having a hereditary right to be covered in the King's presence, kept his hat on his head when paying his respects to George III. and Queen Charlotte.

'I do not dispute your right to be covered before me,' said the King, 'but you seem to forget that you are in the presence of a lady.' George IV., whose complexion in later life showed certain effluences due to punch and curaçao, was folding one of his godchildren in his august embrace, when the wretched infant, regardless of etiquette, pointed its finger at the Royal countenance, with the admiring ejaculation, 'Pretty spots!'

At the rosy-and-ready Court of William IV., etiquette was almost ostentatiously disregarded, but Prince Albert brought into England ultra-German notions of what was due to Royalty. We know from a famous article on Queen Victoria that in her earlier married life the Royal hearthrug was regarded as an absolutely sacred domain, and that when a guest showed any inclination to stroll towards the fire the Queen would murmur to her ladies: 'Can't someone stop him? He'll be on the rug in a minute.' Gouty old generals presented on their achievements or promotions used to help themselves up from their knees by clinging to the Queen's hand so tenaciously that they nearly dragged her from her seat, and once when a mission from a potentate in the Far East fell on their faces on entering the Throne-room and approached the presence on their hands and knees, the Queen's was the only countenance in the Court which maintained its absolute composure.

A lady who was taking her little daughter to see the Queen said, 'If her Majesty is kind enough to speak to you, you are not to shake hands, but only to make a curtsy.' However, when the fateful moment arrived, the Queen, in gracious mood, put out her hand, whereupon the child thinking it was the offer of a handshake, clasped her hands behind her back, and resolutely said, 'Ma said I wasn't to.' On a more recent occasion the Queen said to an infant, who had been brought up to think a good deal of herself, 'Have you ever seen me before, dear?' and the infant replied, 'Yes—once—in London—but I don't think you saw me.'

2159

HING LOONG, SHIP'S COMPROMORE.

GENERAL STOREKEEPER-MARKET, BUTCHER, BAKER & COAL DEALER.

CAN Supply Ships and Families with the best of PROVISIONS, etc. At Lowest Possible Rates. No. 14, Victoria Street, Hongkong.

NOTICE.

This New Compradore's Shop, will be opened from 1st OCTOBER, 1903. EVERYTHING is of BEST QUALITY. Hongkong, September 28, 1903. 2001

MR. W. O. JACK.

Member of the Institute of Naval Architects, Late Assistant Manager at Kowloon Dock.

HAS the Honour to inform the public that he has this day commenced business as CONSULTING ENGINEER and SURVEYOR in Hongkong.

Hongkong, 1st March, 1903.

E. C. WILKS & CO.,

AGENTS for the Construction and Sale of Ships, Marine Engineers, Naval Architects and Surveyors. Collisions and Damages Surveyed for Insurance Companies. SHIP'S DRAWING AND SPECIFICATIONS PREPARED.

Telegraphic Address:—MARINERWORK, HONGKONG. Codes used A. 1. and A.T.O. 4th and 5th Editions.

Hongkong, March 24, 1903. 648

DELICIOUS REFRESHING.

May now be had in

THE GUN POWER OF BATTLESHIPS.

The question has been discussed at brief intervals for many years as to whether bow fire or broadside fire would be most effective under modern conditions of warfare says *Engineering*. The battleship action fought recently between the fleets of Admiral Wilson and Admiral Noel seem to have shown that it is important to have as great an end-on fire as is possible, without forfeiting to any considerable extent the amount of metal which may be delivered side-on; and simultaneously it is interesting to note that in the *Dominion*, which was launched recently at the Naval Construction Works, at Barrow-in-Furness, of Messrs. Vickers, Sons, and Maxim, Limited, this idea of a heavy bow fire has been carried further than in any preceding class of British battleship, while in the new class, of which six are to be laid down within the next eight months, this idea will be carried another step in advance. Admiral Noel, it may be recalled, attacked Admiral Wilson's fleet almost at right angles, so as to deliver a full broadside, while himself only receiving the attack of bow fire; but as the targets his ships presented were immensely greater than those offered by the bow-on ships, the disadvantage in the volume of fire of the latter, which in this case was considerable, was largely nullified. In the *Dominion* there are far end-on fire, at both bow and stern, two 12-in., two 9.2-in., and two 6-in. guns, while in previous ships there were only two 12-in., and four 6-in. guns; and in the vessels to be built in the immediate future we are promised two 12-in., four 9.2-in., and two 6-in. guns, which make an end-on fire equaling a higher proportion of the broadside fire than in any existing ship. The *Dominion*, which was launched by Her Royal Highness Princess Louise, in compliment to Canada, where her husband was for five years Governor-General, is in an advanced state, her launching weight being 9030 tons.

Lecturing Newspaper Men.

The Japanese Authorities are watching over their newspaper men. The Tokyo journalists had a second lecture on Friday (Oct. 9). Baron Kodama, Minister for Home Affairs, summoned the various representatives of Tokyo journals and news agencies and cautioned them to take care not to circulate false reports at this juncture, at the same time requesting them to present to the authorities any news which was considered important, before giving publicity to the same. The same course was adopted by the Navy authorities.

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will take place from the undermentioned Ports and on the dates mentioned opposite, at moving targets:—
Stonecutters' South Shore, on the 27th October, in a South-Westerly direction.
Stonecutters' West, on the 30th October, in a Westerly direction.
Lyemun (Pak-sha-wan), on the 4th November, in a South-Easterly direction clear of Fatou Chau.
Practice will commence about 8 a.m. daily, and end at about 10 a.m. if the range is clear.
By Command,
F. H. MAY,
Colonial Secretary.

ZETLAND HOUSE.

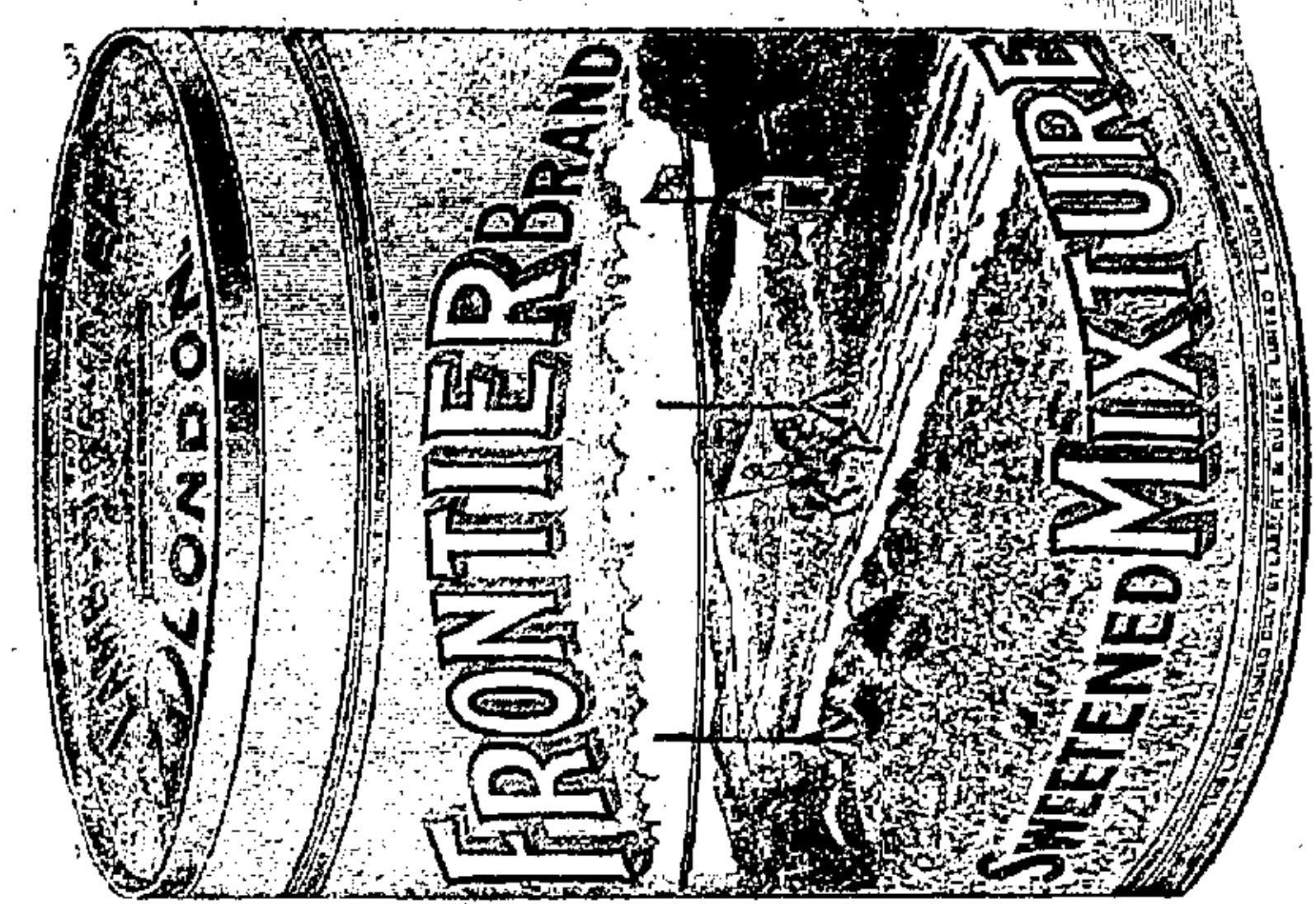
No. 10, QUEEN'S ROAD CENTRAL.
SUPERIOR ACCOMMODATION.
Moderate Charges.
MRS. WATLING,
Proprietress.
Hongkong, January 14, 1903.

GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME.

FOR DISEASES OF THE CHEST.
All suffering from Catarrh, Consumption, Obsolete Coughs or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME. Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation, and all other medicines have failed. GRIMAULT'S Syrup immediately arrests the Cough, Spitting of blood and Night sweats, and the Appetite improves rapidly—a fact demonstrated by an increase of weight and healthy appearance. GRIMAULT'S Syrup has a rose colour, and is sold in flat oval bottles. GRIMAULT & CO. Paris, 101 rue de la Harpe.
Free Sale by A. S. WATSON & Co. Overseas.

THE CHINA LIGHT & POWER COMPANY, LIMITED.

ELECTRIC LIGHT PLANTS NOW IN OPERATION IN CANTON AND KOWLOON.
INCANDESCENT LAMPS, ARC LAMPS and NERNST LAMPS SUPPLIED.
ESTIMATES MADE FOR ALL KINDS OF ELECTRICAL WORK AND SUPPLIES.
Apply to—
SHEWAN, TOMES & CO., General Managers.



M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON
ALL KINDS OF WORK DONE FOR AMATEURS.
88 QUEEN'S ROAD CENTRAL.

Once you try them, you will only smoke this brand!
MEXICAN PLANTERS.
MADE ENTIRELY BY HAND ON HYGIENIC PRINCIPLES.

JAVA-CHINA-JAPAN
LIJN.
REGULAR STEAMSHIP LINE FROM
JAVA to CHINA and JAPAN,
AND BACK.

THE HEAD AGENCY of the above
Company has been OPENED at No. 3,
DUDELL STREET.
R. HISSCHUP, General Agent.
Hongkong, October 6, 1903.

COMMERCIAL UNION
ASSURANCE COMPANY,
LIMITED.

FIRE—Marine—Typhoon—Accidents
(special tourist forms)—Fidelity
Guarantee—Plate Glass.
Policies issued at current rates.
W. H. T. DAVIS, Manager.
Office hours, 10 a.m. to 4 p.m.
Saturdays, 10 a.m. to 12.30 p.m.

A. G. GORDON,
M.L.A., M.L. NECH. E.

MEMBER INSTITUTION OF ENGINEERS AND
SHIPBUILDERS IN SCOTLAND,
CONSULTING MARINE ENGINEER,
AND
NAVAL ARCHITECT,
Damage, Collision and Wreck
Surveyor.
14 Des Voeux Road, Central.
Telegrams: "PENDING."

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.

NAUTICAL & SCIENTIFIC AND
METEOROLOGICAL
INSTRUMENTS.
VOYAGERS' COMPASSES
BINOCULARS AND TELESCOPES.
RUPERT'S LENSES AND OTHER COMPASSES
ADMIRALTY & IMRAY CHARTS.
NAUTICAL BOOKS.
English Silver & Electro-Plated Ware.
Christie & Co.'s Electro-Plated Ware.
GOLD & SILVER JEWELLERY
DIAMOND JEWELLERY.
Splendid Collection of the Latest LONDON
PATTERNS, very moderate prices.

MACAO HOTEL.
(LATE HING KEE HOTEL).

THIS FAVORITE and LONG-ESTABLISHED HOTEL, is situated on the SEA FRONT commanding a magnificent View of the Harbour and adjacent Islands and is open to the Cool Southerly Breezes in Summer.
The BEDROOMS are Large, Cool, Airy, well ventilated and Handsomely Furnished. The Cuisine is excellent and under direct EUROPEAN Supervision.
PIZZA, Boating or Shooting Parties catered for. A Commodious and Comfortable Steamer House. Best with sleeping accommodation for 120 passengers and every convenience is provided for the use of Visitors, at reasonable rates.
A MILITARY BAND plays in the Gardens close to the Hotel three times a Week.
S. a Bathing.
Steamers to and from Macao every MORNING and AFTERNOON.
Wm. FARMER,
Proprietor and Manager.
Hongkong, July 24, 1903.

CARMICHAEL AND
CLARKE.

CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.
REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG.
A. B. C. Code, 4th Edition.
A. 1 Code.
Johnson's Standard Code.
TELEPHONE, 232.
Hongkong, March 14, 1903.

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED

TIME TABLE.
WEEK DAYS.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 8.30 p.m. Every 15 minutes.
8.30 p.m. to 9.00 p.m. Every 10 minutes.
9.00 p.m. to 9.30 p.m. Every 15 minutes.
9.30 p.m. to 10.00 p.m. Every 10 minutes.
10.00 p.m. to 10.30 p.m. Every 15 minutes.
10.30 p.m. to 11.00 p.m. Every 10 minutes.
11.00 p.m. to 11.30 p.m. Every 15 minutes.
11.30 p.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 8.30 p.m. Every 15 minutes.
8.30 p.m. to 9.00 p.m. Every 10 minutes.
9.00 p.m. to 9.30 p.m. Every 15 minutes.
9.30 p.m. to 10.00 p.m. Every 10 minutes.
10.00 p.m. to 10.30 p.m. Every 15 minutes.
10.30 p.m. to 11.00 p.m. Every 10 minutes.
11.00 p.m. to 11.30 p.m. Every 15 minutes.
11.30 p.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 8.30 p.m. Every 15 minutes.
8.30 p.m. to 9.00 p.m. Every 10 minutes.
9.00 p.m. to 9.30 p.m. Every 15 minutes.
9.30 p.m. to 10.00 p.m. Every 10 minutes.
10.00 p.m. to 10.30 p.m. Every 15 minutes.
10.30 p.m. to 11.00 p.m. Every 10 minutes.
11.00 p.m. to 11.30 p.m. Every 15 minutes.
11.30 p.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 8.30 p.m. Every 15 minutes.
8.30 p.m. to 9.00 p.m. Every 10 minutes.
9.00 p.m. to 9.30 p.m. Every 15 minutes.
9.30 p.m. to 10.00 p.m. Every 10 minutes.
10.00 p.m. to 10.30 p.m. Every 15 minutes.
10.30 p.m. to 11.00 p.m. Every 10 minutes.
11.00 p.m. to 11.30 p.m. Every 15 minutes.
11.30 p.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 8.30 p.m. Every 15 minutes.
8.30 p.m. to 9.00 p.m. Every 10 minutes.
9.00 p.m. to 9.30 p.m. Every 15 minutes.
9.30 p.m. to 10.00 p.m. Every 10 minutes.
10.00 p.m. to 10.30 p.m. Every 15 minutes.
10.30 p.m. to 11.00 p.m. Every 10 minutes.
11.00 p.m. to 11.30 p.m. Every 15 minutes.
11.30 p.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 8.30 p.m. Every 15 minutes.
8.30 p.m. to 9.00 p.m. Every 10 minutes.
9.00 p.m. to 9.30 p.m. Every 15 minutes.
9.30 p.m. to 10.00 p.m. Every 10 minutes.
10.00 p.m. to 10.30 p.m. Every 15 minutes.
10.30 p.m. to 11.00 p.m. Every 10 minutes.
11.00 p.m. to 11.30 p.m. Every 15 minutes.
11.30 p.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 8.30 p.m. Every 15 minutes.
8.30 p.m. to 9.00 p.m. Every 10 minutes.
9.00 p.m. to 9.30 p.m. Every 15 minutes.
9.30 p.m. to 10.00 p.m. Every 10 minutes.
10.00 p.m. to 10.30 p.m. Every 15 minutes.
10.30 p.m. to 11.00 p.m. Every 10 minutes.
11.00 p.m. to 11.30 p.m. Every 15 minutes.
11.30 p.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 8.30 p.m. Every 15 minutes.
8.30 p.m. to 9.00 p.m. Every 10 minutes.
9.00 p.m. to 9.30 p.m. Every 15 minutes.
9.30 p.m. to 10.00 p.m. Every 10 minutes.
10.00 p.m. to 10.30 p.m. Every 15 minutes.
10.30 p.m. to 11.00 p.m. Every 10 minutes.
11.00 p.m. to 11.30 p.m. Every 15 minutes.
11.30 p.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 8.30 p.m. Every 15 minutes.
8.30 p.m. to 9.00 p.m. Every 10 minutes.
9.00 p.m. to 9.30 p.m. Every 15 minutes.
9.30 p.m. to 10.00 p.m. Every 10 minutes.
10.00 p.m. to 10.30 p.m. Every 15 minutes.
10.30 p.m. to 11.00 p.m. Every 10 minutes.
11.00 p.m. to 11.30 p.m. Every 15 minutes.
11.30 p.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 8.30 p.m. Every 15 minutes.
8.30 p.m. to 9.00 p.m. Every 10 minutes.
9.00 p.m. to 9.30 p.m. Every 15 minutes.
9.30 p.m. to 10.00 p.m. Every 10 minutes.
10.00 p.m. to 10.30 p.m. Every 15 minutes.
10.30 p.m. to 11.00 p.m. Every 10 minutes.
11.00 p.m. to 11.30 p.m. Every 15 minutes.
11.30 p.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 8.30 p.m. Every 15 minutes.
8.30 p.m. to 9.00 p.m. Every 10 minutes.
9.00 p.m. to 9.30 p.m. Every 15 minutes.
9.30 p.m. to 10.00 p.m. Every 10 minutes.
10.00 p.m. to 10.30 p.m. Every 15 minutes.
10.30 p.m. to 11.00 p.m. Every 10 minutes.
11.00 p.m. to 11.30 p.m. Every 15 minutes.
11.30 p.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 8.30 p.m. Every 15 minutes.
8.30 p.m. to 9.00 p.m. Every 10 minutes.
9.00 p.m. to 9.30 p.m. Every 15 minutes.
9.30 p.m. to 10.00 p.m. Every 10 minutes.
10.00 p.m. to 10.30 p.m. Every 15 minutes.
10.30 p.m. to 11.00 p.m. Every 10 minutes.
11.00 p.m. to 11.30 p.m. Every 15 minutes.
11.30 p.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 8.30 p.m. Every 15 minutes.
8.30 p.m. to 9.00 p.m. Every 10 minutes.
9.00 p.m. to 9.30 p.m. Every 15 minutes.
9.30 p.m. to 10.00 p.m. Every 10 minutes.
10.00 p.m. to 10.30 p.m. Every 15 minutes.
10.30 p.m. to 11.00 p.m. Every 10 minutes.
11.00 p.m. to 11.30 p.m. Every 15 minutes.
11.30 p.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 8.30 p.m. Every 15 minutes.
8.30 p.m. to 9.00 p.m. Every 10 minutes.
9.00 p.m. to 9.30 p.m. Every 15 minutes.
9.30 p.m. to 10.00 p.m. Every 10 minutes.
10.00 p.m. to 10.30 p.m. Every 15 minutes.
10.30 p.m. to 11.00 p.m. Every 10 minutes.
11.00 p.m. to 11.30 p.m. Every 15 minutes.
11.30 p.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 8.30 p.m. Every 15 minutes.
8.30 p.m. to 9.00 p.m. Every 10 minutes.
9.00 p.m. to 9.30 p.m. Every 15 minutes.
9.30 p.m. to 10.00 p.m. Every 10 minutes.
10.00 p.m. to 10.30 p.m. Every 15 minutes.
10.30 p.m. to 11.00 p.m. Every 10 minutes.
11.00 p.m. to 11.30 p.m. Every 15 minutes.
11.30 p.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.<

TELEGRAMS.

BRITISH BATTLESHIPS IN COLLISION.

London, October 19.
H. M. Ships *Prince George* and *Hannibal* collided yesterday off the coast of Spain, during manoeuvres with lights out. The operations were suspended and both vessels proceeded to Ferrol with assistance. The *Prince George* is badly, and the *Hannibal* slightly, damaged.

RUSSIA AND ITALY.

It is significant of the effect produced by the war not visiting Italy, that the Italian Ambassador at St. Petersburg has been recalled and the Russian Ambassador at Rome is taking leave of absence. The Italian feeling is intensifying and the Cabinet meets to consider the situation. A semi-official from the Capital alleges that the Russian Ambassador, who was always opposed to the visit, is responsible for the incident which cannot close as it now stands.

AFFAIRS IN THE PHILIPPINES.

(From Our Own Correspondent.)

MANILA, October 13.

ST. LOUIS EXPOSITION.

A great sensation was made a little time ago about what seems at present, to be another breach of faith of the Government.

The representative of the Exposition, here, Dr. Niederlein, had written several times to the foreign import firms, asking them to furnish him with a full muster of samples of all goods they imported, with first cost value, charges, sale price, &c. Naturally, the foreign houses relegated those silly and incompetent communications to their proper place—the waste-paper basket. The idea that they were thus going to give away the inner working of their business to American manufacturers was too silly to be entertained. Niederlein, however, was not going to be beaten, so applied to the Collector of Customs. It seems that samples of all goods imported are taken from bulk and kept in the Custom House. Also it is necessary, as a guarantee of good faith, that originals of all invoices must be deposited there. It was naturally supposed that these were strictly private. But it was quite recently discovered that Dr. Niederlein had had one of his men in the Custom House, making a nice collection of those samples and also copying the invoices and declaration notes of all the houses. Mr. Shuster, on being interviewed, stated that he was not to blame, as it was done by order of the Commissioners. Possibly the commissioners asked Shuster to supply this information, but we know quite enough of this gentleman to believe that if he had objected to it very strongly, it would not have been given. Of course, an indignation meeting of the Chamber of Commerce was called, and a strong protest of such breach of faith was made through the Consular body, all the Consuls uniting in forwarding this petition. The Commissioners, so far, have not yet replied. I am again pleased to say that the American Press is unanimously with the foreigners in this matter, as are also the American merchants of any standing. Some of the articles in the papers have been extremely outspoken, and there were no 'agricultural implement' euphemisms employed in describing a spade.

INTERPRET CRICKET UMPIRES.

In a leading article on the recent Inter-Port cricket match, the *Shanghai Mercury* of October 16 says:—Over and above fortune's chances in the game itself, there are the chances of losing wickets in the light of all ways of getting out, being assisted out. Umpires are but human, and the man who can in the twinkling of an eye take in all the multifarious movements of bowler, batsman, ball, and ball, and never make a mistake is not yet born. Both sides probably gained a little from decisions. But the balance of advantage in both innings was in favour of the visitors. Lamented was given not out by the Shanghai umpire on appeal for stumping. We happened to be in a position to see pretty clearly what happened, and thought the batsman out. Wickets were given out in both innings. In the first, to an incoming ball which hit him on the right leg, and in the second, for what certainly looked like a batted ball. On the other hand, A. E. Lanning was given 'not out' in the second innings when caught at the wicket, though it is now certain he touched the ball. Such are the chances in this gloriously uncertain game. They reflect in no way on the officiating gentlemen whose duty was to do what they thought right. But chances apart, it is our mature opinion that the better team won, although the difference in scoring was far greater than the difference in the quality of the contestants. We may fairly congratulate Hongkong on being so well represented in every way. The flag they take away is well won. We hope to return the compliment by annexing theirs when next our men go south.

TO PREVENT CROUP, begin in time.

The first symptom is hoarseness; this is soon followed by a peculiar rough cough, which is easily recognised and will never be forgotten by one who has heard it. The time to act is when the child first becomes hoarse. If Chamberlain's Cough Remedy is freely given, the tendency to croup will soon disappear. Even after the croupy cough has developed, it will prevent the attack. There is no danger in giving this remedy as it contains nothing injurious. It always cures, and cures quickly. For sale by all chemists and medicine vendors; WATKINS Ltd., General Agents.

Accident at the Naval Yard Extension.

Early this afternoon, a wooden tower at the Naval Yard Extension collapsed, fortunately without injury to any of the workmen. The tower was used as a support for a cable which runs from one tower to another, from which is suspended an iron rope used for raising the material excavated, and was itself held by guy ropes. One of these guy ropes is supposed to have parted, thus removing the support for the tower, which consequently fell inwards. None of the other machinery was injured, and it is very fortunate that no workmen were near the tower when it fell, otherwise the result would probably have been more serious. As it is, the damage is estimated at about \$300.

LOCAL AND GENERAL.

Notes by the Way.

An expert is now in Canton looking for gold.

A new Servian Cabinet has been formed, with General Glich as Premier.

Of the fifty-eight steamers owned by the Messageries Company, twenty-one are on the India, China, and Japan lines.

Intelligence from the north states that a Marconi service of wireless telegraphy is working between Peking and the Taku Fort.

The Russian Transport *Tenzler* from Odessa on route to Vladivostok arrived at Singapore on Oct. 13 and proceeded to the Wharf to coal.

The War Office announces that Army Veterinary Officers will shortly receive combatant rank, with considerable improvements in pay and retired pay.

Mr Richard F. Walsh, representing Kelly's Directories Limited—Kelly's Directory being a well-known publication all over the world—arrived from Shanghai to-day, and is staying at Zeland House.

Mr C. R. S. Cooper, one of the Hongkong inter-port cricket team, arrived from Shanghai by the *Athenia* this morning. Most of the other cricketers return by the P. and O. steamer *Gowandul*, which left Shanghai yesterday.

The Government of Singapore will be administered during the Governor's absence by the Hon. W. T. Taylor, C.M.G., whose office of Colonial Secretary will be temporarily filled by the Hon. C. W. S. Kynnersley.

In six rounds, at Colombo, Jack Grace (who was defeated on a foul in Hongkong a few weeks ago) knocked out Phil Pickering, the Calcutta middle-weight. The fight was for a purse put up by Jack McAuliffe, Grace and McAuliffe will next fight if a sufficiently high purse is put up.

The death occurred at his residence at Aberdeen, on the 18th ult. of Dr Alexander Bain, in his eighty-sixth year. He was for many years Professor of Logic and English Literature at Aberdeen University, and was afterwards elected to the Lord Rectorship which he held for a term of years, retiring in 1887. Professor Bain in his early life was a weaver by trade.

Says the *Singapore Free Press* of Oct. 13:—The *Glory* will leave for China to-morrow morning. The *Republic* and *Free Press* leave this afternoon to join the *Glory* at Kwah Johore, after which, to-morrow, the flagships separate for their several stations. The *Argonaut* awaits the arrival of either *Rover* or *Peelless*, upon which she leaves for Colombo on route to the Persian Gulf, as part of Lord Curzon's naval escort.

Captain James Ferris Prowse, R.N., retired, died at Poole on 15th ult., in his seventy-first year. During the war with China in 1857 he was engaged in the destruction of the Fatsan flotilla of war junks on June 1, receiving the China medal with clasp for Fatsan. He reached the rank of Commander on April 11, 1866, and was placed on the Captains' retired list in June, 1883, after having acted as Inspector of Life-saving Apparatus.

The New Governor.

An old Hongkong resident, writing from London, assures us that Sir Matthew Nathan, who succeeds Sir H. A. Blake as Governor of Hongkong, is looked upon in London as the ablest man in the Colonial service.

Six-a-side Football.

The six-a-side football competition of the Hongkong F. C. has resulted in a win for J. D. Danby's team with 11 points. H. A. Brett's team was second with 10 points, and W. G. Worcester's team third with 6 points. The following composed the winning team:—Messrs J. D. Danby (Capt.), G. B. Macdonald, R. A. H. A. Seth, E. R. Pyle, S. Henchman and Ancott.

Boxing.

At the Theatre Royal to-morrow night a boxing contest, which promises to be interesting, will take place. The main event is a twenty-round fight between Sam Newman, Manila, and R. Jones, of H.M.S. *Amphitrite*; Emmerton, of the *Temar*, and Jewell, of the Army Ordnance Corps, will meet in a fifteen-round match, while Johnson of the *Amphitrite* will face Darrett of the Royal Engineers, in an eight-round battle. The preliminary contests will commence at 9 p.m.

A Youthful Offender.

At the Magistracy to-day, before Mr T. Sercombe Smith, a native, 16 years of age, was charged with stealing a jacket. He admitted two previous convictions, this year for larceny, this offence making the third. His Worship sentenced him to seven days' gaol, with twelve strokes with a birch each forty-eight hours, and two hours in the stocks in lieu of the last day's imprisonment. His Worship remarked that if the prisoner was not going to be banished he would have punished him more severely. He hoped the man would be banished.

LOCAL AND GENERAL.

Notes by the Way.

An expert is now in Canton looking for gold.

A new Servian Cabinet has been formed, with General Glich as Premier.

Of the fifty-eight steamers owned by the Messageries Company, twenty-one are on the India, China, and Japan lines.

Intelligence from the north states that a Marconi service of wireless telegraphy is working between Peking and the Taku Fort.

The Russian Transport *Tenzler* from Odessa on route to Vladivostok arrived at Singapore on Oct. 13 and proceeded to the Wharf to coal.

The War Office announces that Army Veterinary Officers will shortly receive combatant rank, with considerable improvements in pay and retired pay.

Mr Richard F. Walsh, representing Kelly's Directories Limited—Kelly's Directory being a well-known publication all over the world—arrived from Shanghai to-day, and is staying at Zeland House.

Mr C. R. S. Cooper, one of the Hongkong inter-port cricket team, arrived from Shanghai by the *Athenia* this morning. Most of the other cricketers return by the P. and O. steamer *Gowandul*, which left Shanghai yesterday.

The Government of Singapore will be administered during the Governor's absence by the Hon. W. T. Taylor, C.M.G., whose office of Colonial Secretary will be temporarily filled by the Hon. C. W. S. Kynnersley.

In six rounds, at Colombo, Jack Grace (who was defeated on a foul in Hongkong a few weeks ago) knocked out Phil Pickering, the Calcutta middle-weight. The fight was for a purse put up by Jack McAuliffe, Grace and McAuliffe will next fight if a sufficiently high purse is put up.

The death occurred at his residence at Aberdeen, on the 18th ult. of Dr Alexander Bain, in his eighty-sixth year. He was for many years Professor of Logic and English Literature at Aberdeen University, and was afterwards elected to the Lord Rectorship which he held for a term of years, retiring in 1887. Professor Bain in his early life was a weaver by trade.

Says the *Singapore Free Press* of Oct. 13:—The *Glory* will leave for China to-morrow morning. The *Republic* and *Free Press* leave this afternoon to join the *Glory* at Kwah Johore, after which, to-morrow, the flagships separate for their several stations. The *Argonaut* awaits the arrival of either *Rover* or *Peelless*, upon which she leaves for Colombo on route to the Persian Gulf, as part of Lord Curzon's naval escort.

Captain James Ferris Prowse, R.N., retired, died at Poole on 15th ult., in his seventy-first year. During the war with China in 1857 he was engaged in the destruction of the Fatsan flotilla of war junks on June 1, receiving the China medal with clasp for Fatsan. He reached the rank of Commander on April 11, 1866, and was placed on the Captains' retired list in June, 1883, after having acted as Inspector of Life-saving Apparatus.

The New Governor.

An old Hongkong resident, writing from London, assures us that Sir Matthew Nathan, who succeeds Sir H. A. Blake as Governor of Hongkong, is looked upon in London as the ablest man in the Colonial service.

Six-a-side Football.

The six-a-side football competition of the Hongkong F. C. has resulted in a win for J. D. Danby's team with 11 points. H. A. Brett's team was second with 10 points, and W. G. Worcester's team third with 6 points. The following composed the winning team:—Messrs J. D. Danby (Capt.), G. B. Macdonald, R. A. H. A. Seth, E. R. Pyle, S. Henchman and Ancott.

Boxing.

At the Theatre Royal to-morrow night a boxing contest, which promises to be interesting, will take place. The main event is a twenty-round fight between Sam Newman, Manila, and R. Jones, of H.M.S. *Amphitrite*; Emmerton, of the *Temar*, and Jewell, of the Army Ordnance Corps, will meet in a fifteen-round match, while Johnson of the *Amphitrite* will face Darrett of the Royal Engineers, in an eight-round battle. The preliminary contests will commence at 9 p.m.

A Youthful Offender.

At the Magistracy to-day, before Mr T. Sercombe Smith, a native, 16 years of age, was charged with stealing a jacket. He admitted two previous convictions, this year for larceny, this offence making the third. His Worship sentenced him to seven days' gaol, with twelve strokes with a birch each forty-eight hours, and two hours in the stocks in lieu of the last day's imprisonment. His Worship remarked that if the prisoner was not going to be banished he would have punished him more severely. He hoped the man would be banished.

DEATHS.

On October 19, at No. 715 River Valley Road, Singapore, the wife of A. W. Dyer, of a Son.

On October 2, at Loh Hoh, Shanghai, to Dr and Mrs Geo. F. De Vol, a Son, Charles Edward.

DEATHS.

On the 15th of October, 1903, at the General Hospital, Shanghai, HERMANN FRIESE, aged 22 years.

On October 16, 1903, the Reverend HERBERT CECIL HODGES, M.A., St. John's College, Cambridge, for seventeen years Cathedral Chaplain of Shanghai, in his fifty-sixth year.

The publication of this issue commenced at 6.00 p.m.

The China Mail.

HONGKONG, WEDNESDAY, OCTOBER 21, 1903.

Two schemes having for their object the improvement of the sanitary condition of the Colony are at present under consideration by the authorities here and in London. One of these schemes is the reclamation of the foreshore between Arsenal Street and Causeway Bay, and known as the East Praya reclamation scheme. Full details of this scheme, as it was prepared by Sir Paul Chater in 1900, have already appeared in our columns. The scheme received the unanimous approval of the Press at the time of its first publication, and since then has been referred to from time to time as a means of relieving the congestion in the overcrowded portions of the city where the working class Chinese population resides. Nearly four years have elapsed since the inception of the scheme, yet although it has had the Colonial Government's approval and support its realisation has been retarded by objections raised chiefly by the Naval and Military authorities. It is well that the public should know that when criticism is passed on the local Government and local improvement schemes. We understand that His Excellency the Governor was in close conference with successive Naval and Military Commanders-in-Chief here, and the result of these negotiations was a basis of agreement, after mutual concessions, which would have allowed the work to be begun without any detrimental effects upon the Naval or Military property in the centre of the city. We regret to hear that the authorities in London have seen fit to disregard that agreement, the principal objections being the Naval authorities, and if their wishes are to be regarded the area proposed to be reclaimed will have to be laid out on lines that are likely to be detrimental to the development of the eastern portion of the city. We are pleased to hear, however, that another attempt is to be made to represent the state of affairs to the Home authorities, and we hope the outcome of the fresh negotiations will be favourable to the Colony.

Great at this scheme is the other will have a far more important bearing upon the future of the Colony. The proposal is to create an Improvement Fund to be applied to the purchase of insanitary properties throughout the Colony. The buildings will be razed and the areas laid out on modern sanitary principles. A similar scheme, it will be remembered, was proposed by Messrs F. H. May and E. Osborne and Dr. F. W. Clark, who had been appointed as a sub-committee by the Sanitary Board some years ago; but the authorities did not then see their way to create a Trust. In the Estimates for 1904, however, a sum of \$550,000 is set apart for Sanitary improvements, and, we understand, that a proposal has now been made which is tantamount to the creation of a Trust Fund, spreading the cost of the improvements over a period of years so as not to render it oppressive to present-day ratepayers. It is calculated that the Fund will enable the Government to abolish the slum property in the congested areas and practically to reconstruct the city of Victoria in from fifteen to twenty years. In the absence of an Improvement Bill like those employed in the larger cities in England, Scotland and Ireland, such a scheme seems to provide the most feasible method of accomplishing the improvement advocated by all who have studied the overcrowding problem. Reform must be gradual, as the Government has already found in its attempt to re-house the people. Before the people can be driven from their present insanitary dwellings, provision must be made for them elsewhere. No philanthropists have come forward to provide the necessary healthy dwellings. Property

owners have no shown any great desire to come forward and make sacrifices. If improvements are to be effected they must be initiated and carried out by the Government, or by a body created by the Government, since the Director of Public Works is already over-burdened with work; but it would be unfair to make the present generation suffer for the sins of those who were responsible for the bad construction of the Colony, and a scheme like the one we have sketched, spreading the cost of improvement over a reasonable period, should command the united support of the official and unofficial classes, and if strong representations are made by the Colony itself, doubtless the Colonial Office authorities will sanction the scheme as soon as it has assumed concrete shape, and will allow it to be put into operation as speedily as possible. Few, if any, of those responsible for the scheme will ever see its realisation, but if they have any faith in the future development and importance of Hongkong it is their duty to hand down to posterity a better and healthier city than it is our present lot to live in.

LOCAL AND GENERAL.

Bombay Rugby Tournament.

The final in the Bombay Rugby Football Tournament has been won by Calcutta, who beat the Gloucester regiment from Lucknow by six points to nil. Mr Macdonald, the Calcutta Captain, broke his leg above the ankle.

Fares to Europe.

The P. and O. Company, Messageries Maritimes and Imperial German Mail Line notify that from the middle of January next, fares for Europe will be charged at sterling rates. The fare to London will be £45 first cabin, £24 second cabin.

Deserters.

Eleven men belonging to the Royal West Kent Regiment attempted to desert on board the U.S. transport *Sumner* at Colombo. Three of the men were discovered in the coal bunkers, and the Captain promised to give up the other eight at Aden if they were discovered.

Colonel Bertie.

The *World* says:—Colonel Bertie comes home from India on vacation command of the second Battalion Royal Welsh Fusiliers. This was the British Infantry unit which did so well in China during the occupation. Colonel Bertie was highly reported upon by Sir Alfred Gascoigne, and is certain not to be lost sight of by the home authorities.

The Cost of Imperial Defence.

At the instance of Mr Cathcart Watson, M.P., the Treasury has issued a Return of the total cost of Imperial Defence, including India and the Crown Colonies, and of the total cost of the Diplomatic and Consular Service to England and Ireland. The cost of Imperial Defence, exclusive of the self-governing Colonies, for this year is—United Kingdom, £68,937,500; India, £18,175,200; Crown Colonies, £235,102. Total, £87,457,800. The cost of the Diplomatic and Consular Service to Great Britain and Ireland is £374,274.

The Royal Engineers.

Major-General William J. Stuart has been selected for appointment as Colonel Commandant Royal Engineers, in the room of the late Lieutenant-General C. B. Ewart, C. B., whose death occurred in August. It is now nearly fifty-four years since General Stuart received his first Commission in the Royal Engineers. He became a Colonel on October 1, 1877, and a Major-General on February 12, 1888. Although he held many important posts during his long service, he was only once on active service, viz., during the China War of 1860-6, when he took part in the capture of Canton.

Colombo's Wet Dock.

(says the *Times of Ceylon*), the harbour authorities hope that when the breakwater is completed they will be in a position to proceed with the construction of the inland wet dock, for, if there is an interval, the engine and cranes and other plant, worth about £150,000, will be lying idle, or, worse still, will be requisitioned by the Railway authorities and the P.W.D. Once in their hands there will be no getting them back, and the Harbour Works will suffer a double misfortune. It may be mentioned, too, that there is a possibility of the walls of the wet dock being shifted slightly to avoid the rocky ground, so that there would be mud excavations instead of rock.

Sore Muscles.

THE correct treatment of sore muscles is very simple. First take a good warm bath before going to bed, and be sure to rub yourself dry. This opens the pores. Then rub Chamberlain's Pain Balm into the pores, keeping up a brisk rubbing for several minutes. If you have time when you get up in the morning, rub in some more of the Pain Balm.

This cures sore muscles caused by hard work or severe exercise of any kind. Chamberlain's Pain Balm is the favorite rub-down of all prominent athletes. It keeps the muscles in fine shape. One application gives relief. For sale by all chemists and medicine vendors; WATKINS Ltd., General Agents.

DEATHS.

On October 19, at No. 715 River Valley Road, Singapore, the wife of A. W. Dyer, of a Son.

On October 2, at Loh Hoh, Shanghai, to Dr and Mrs Geo. F. De Vol, a Son, Charles Edward.

DEATHS.

On the 15th of October, 1903, at the General Hospital, Shanghai, HERMANN FRIESE, aged 22 years.

On October 16, 1903, the Reverend HERBERT CECIL HODGES, M.A., St. John's College, Cambridge, for seventeen years Cathedral Chaplain of Shanghai, in his fifty-sixth year.

The publication of this issue commenced at 6.00 p.m.

The China Mail.

HONGKONG, WEDNESDAY, OCTOBER 21, 1903.

Two schemes having for their object the improvement of the sanitary condition of the Colony are at present under consideration by the authorities here and in London. One of these schemes is the reclamation of the foreshore between Arsenal Street and Causeway Bay, and known as the East Praya reclamation scheme. Full details of this scheme, as it was prepared by Sir Paul Chater in 1900, have already appeared in our columns. The scheme received the unanimous approval of the Press at the time of its first publication, and since then has been referred to from time to time as a means of relieving the congestion in the overcrowded portions of the city where the working class Chinese population resides. Nearly four years have elapsed since the inception of the scheme, yet although it has had the Colonial Government's approval and support its realisation has been retarded by objections raised chiefly by the Naval and Military authorities. It is well that the public should know that when criticism is passed on the local Government and local improvement schemes. We understand that His Excellency the Governor was in close conference with successive Naval and Military Commanders-in-Chief here, and the result of these negotiations was a basis of agreement, after mutual concessions, which would have allowed the work to be begun without any detrimental effects upon the Naval or Military property in the centre of the city. We regret to hear that the authorities in London have seen fit to disregard that agreement, the principal objections being the Naval authorities, and if their wishes are to be regarded the area proposed to be reclaimed will have to be laid out on lines that are likely to be detrimental to the development of the eastern portion of the city. We are pleased to hear, however, that another attempt is to be made to represent the state of affairs to the Home authorities, and we hope the outcome of the fresh negotiations will be favourable to the Colony.

Great at this scheme is the other will have a far more important bearing upon the future of the Colony. The proposal is to create an Improvement Fund to be applied to the purchase of insanitary properties throughout the Colony. The buildings will be razed and the areas laid out on modern sanitary principles. A similar scheme, it will be remembered, was proposed by Messrs F. H. May and E. Osborne and Dr. F. W. Clark, who had been appointed as a sub-committee by the Sanitary Board some years ago; but the authorities did not then see their way to create a Trust. In the Estimates for 1904, however, a sum of \$550,000 is set apart for Sanitary improvements, and, we understand, that a proposal has now been made which is tantamount to the creation of a Trust Fund, spreading the cost of the improvements over a period of years so as not to render it oppressive to present-day ratepayers. It is calculated that the Fund will enable the Government to abolish the slum property in the congested areas and practically to reconstruct the city of Victoria in from fifteen to twenty years. In the absence of an Improvement Bill like those employed in the larger cities in England, Scotland and Ireland, such a scheme seems to provide the most feasible method of accomplishing the improvement advocated by all who have studied the overcrowding problem. Reform must be gradual, as the Government has already found in its attempt to re-house the people. Before the people can be driven from their present insanitary dwellings, provision must be made for them elsewhere. No philanthropists have come forward to provide the necessary healthy dwellings. Property

owners have no shown any great desire to come forward and make sacrifices. If improvements are to be effected they must be initiated and carried out by the Government, or by a body created by the Government, since the Director of Public Works is already over-burdened with work; but it would be unfair to make the present generation suffer for the sins of those who were responsible for the bad construction of the Colony, and a scheme like the one we have sketched, spreading the cost of improvement over a reasonable period, should command the united support of the official and unofficial classes, and if strong representations are made by the Colony itself, doubtless the Colonial Office authorities will sanction the scheme as soon as it has assumed concrete shape, and will allow it to be put into operation as speedily as possible. Few, if any, of those responsible for the scheme will ever see its realisation, but if they have any faith in the future development and importance of Hongkong it is their duty to hand down to posterity a better and healthier city than it is our present lot to live in.

LOCAL AND GENERAL.

Bombay Rugby Tournament.

The final in the Bombay Rugby Football Tournament has been won by Calcutta, who beat the Gloucester regiment from Lucknow by six points to nil. Mr Macdonald, the Calcutta Captain, broke his leg above the ankle.

Fares to Europe.

The P. and O. Company, Messageries Maritimes and Imperial German Mail Line notify that from the middle of January next, fares for Europe will be charged at sterling rates. The fare to London will be £45 first cabin, £24 second cabin.

Deserters.

Eleven men belonging to the Royal West Kent Regiment attempted to desert on board the U.S. transport *Sumner* at Colombo. Three of the men were discovered in the coal bunkers, and the Captain promised to give up the other eight at Aden if they were discovered.

Colonel Bertie.

The *World* says:—Colonel Bertie comes home from India on vacation command of the second Battalion Royal Welsh Fusiliers. This was the British Infantry unit which did so well in China during the occupation. Colonel Bertie was highly reported upon by Sir Alfred Gascoigne, and is certain not to be lost sight of by the home authorities.

The Cost of Imperial Defence.

At the instance of Mr Cathcart Watson, M.P., the Treasury has issued a Return of the total cost of Imperial Defence, including India and the Crown Colonies, and of the total cost of the Diplomatic and Consular Service to England and Ireland. The cost of Imperial Defence, exclusive of the self-governing Colonies, for this year is—United Kingdom, £68,937,500; India, £18,175,200; Crown Colonies, £235,102. Total, £87,457,800. The cost of the Diplomatic and Consular Service to Great Britain and Ireland is £374,274.

The Royal Engineers.

Major-General William J. Stuart has been selected for appointment as Colonel Commandant Royal Engineers, in the room of the late Lieutenant-General C. B. Ewart, C. B., whose death occurred in August. It is now nearly fifty-four years since General Stuart received his first Commission in the Royal Engineers. He became a Colonel on October 1, 1877, and a Major-General on February 12, 1888. Although he held many important posts during his long service, he was only once on active service, viz., during the China War of 1860-6, when he took part in the capture of Canton.

Colombo's Wet Dock.

(says the *Times of Ceylon*), the harbour authorities hope that when the breakwater is completed they will be in a position to proceed with the construction of the inland wet dock, for, if there is an interval, the engine and cranes and other plant, worth about £150,000, will be lying idle, or, worse still, will be requisitioned by the Railway authorities and the P.W.D. Once in their hands there will be no getting them back, and the Harbour Works will suffer a double misfortune. It may be mentioned, too, that there is a possibility of the walls of the wet dock being shifted slightly to avoid the rocky ground, so that there would be mud excavations instead of rock.

Sore Muscles.

THE correct treatment of sore muscles is very simple. First take a good warm bath before going to bed, and be sure to rub yourself dry. This opens the pores. Then rub Chamberlain's Pain Balm into the pores, keeping up a brisk rubbing for several minutes. If you have time when you get up in the morning, rub in some more of the Pain Balm.

This cures sore muscles caused by hard work or severe exercise of any kind. Chamberlain's Pain Balm is the favorite rub-down of all prominent athletes. It keeps the muscles in fine shape. One application gives relief. For sale by all chemists and medicine vendors; WATKINS Ltd., General Agents.

Accident at the Naval Yard Extension.

Early this afternoon, a wooden tower at the Naval Yard Extension collapsed, fortunately without injury to any of the workmen. The tower was used as a support for a cable which runs from one tower to another, from which is suspended an iron rope used for raising the material excavated, and was itself held by guy ropes. One of these guy ropes is supposed to have parted, thus removing the support for the tower, which consequently fell inwards. None of the other machinery was injured, and it is very fortunate that no workmen were near the tower when it fell, otherwise the result would probably have been more serious. As it is, the damage is estimated at about \$300.

TO PREVENT CROUP, begin in time.

The first symptom is hoarseness; this is soon followed by a peculiar rough cough, which is easily recognised and will never be forgotten by one who has heard it. The time to act is when the child first becomes hoarse. If Chamberlain's Cough Remedy is freely given, the tendency to croup will soon disappear. Even after the croupy cough has developed,

INTERPORT TENNIS.

Victory for Hongkong.

Following is the report of N.O. Daily News of the tennis match played at Shanghai:

There was a comparatively small attendance at the Country Club yesterday (October 17) to witness the Interport Doubles. Owing to the unfortunate fact that neither Mr. Neil Ramsey, the holder of the Hongkong title, nor Mr. W. A. Turnbull, the runner-up, were well enough to play, Shanghai relied on Messrs. C. Hiron and E. Buxton to represent Hongkong. The court was in perfect order, the atmosphere ideal, the sun pouring a little trying to the side playing from the Club end for the time being.

Hongkong led off by winning the first three games, though the last only came after "duces", the runner-up called. The next two went easily to Shanghai, and then after Hongkong had brought the games up to 4-2, Shanghai went right ahead and pulled off the set by 6-4.

Set two opened with another game to the Shanghai couple, but then came four successive games to Hiron-Buxton, who finished off the set with the score in their favour at 6-2.

With the match score at one all, a terrific struggle ensued for the third set. The Messrs. Hiron-Buxton had the sun in their eyes and their opponents playing smartly together, picking up cleanly and placing the ball swiftly and accurately.

Forged ahead till the score stood at 5-3 in their favour. The runner-up called. The next two went easily to Shanghai, and then after Hongkong had brought the games up to 4-2, Shanghai went right ahead and pulled off the set by 6-4.

Set two opened with another game to the Shanghai couple, but then came four successive games to Hiron-Buxton, who finished off the set with the score in their favour at 6-2.

With the match score at one all, a terrific struggle ensued for the third set. The Messrs. Hiron-Buxton had the sun in their eyes and their opponents playing smartly together, picking up cleanly and placing the ball swiftly and accurately.

Forged ahead till the score stood at 5-3 in their favour. The next two went easily to Shanghai, and then after Hongkong had brought the games up to 4-2, Shanghai went right ahead and pulled off the set by 6-4.

Set two opened with another game to the Shanghai couple, but then came four successive games to Hiron-Buxton, who finished off the set with the score in their favour at 6-2.

DOWN BEYANT.

When the lay is making
Sun's radiant
Let your rakes be taking
Down beyant!

Comes of Earth's surfic
Glenn's a last
-Ern's a last
Down beyant.

When a resolution
You recant
Waits your abdication
Down beyant.

Gold you would be fine as
Hymn a chant
Where so fair a shrine as
Down beyant!

Trust no surer shade in
Leaf or plant
When the branch is laden
Down beyant.

Erery ill consoling
-Er's exant
Time so to be strolling
Down beyant!

'Down beyant!' is Hibernian for
'Cupid's Garden.'

AMOY NOTES.

(From Our Own Correspondent.)
MORE ABOUT THE FIRES.

AMOY, October 13.
Of the three fires which visited us last week, the second was the smallest, but the saddest, because, although only two houses were burnt, yet two young men were injured, one of whom, a lad of fifteen, died in the Amoy Hospital from his burns a few days ago, while the other is still being cared for, but is not yet out of danger.

Oddly enough, one of the houses burnt was a new house, not long built to replace one of these three fires, is one of desolation—blackened timbers, charred woodwork, fallen walls, immense heaps of rubbish and refuse. In many cases, however, the walls are still standing, and it is pathetic to see the owners trying to utilize their property, and, wherever possible, to get some sort of order out of the chaos in which the fire has left them. The houses which have been built to replace those burnt a year ago are for the most part of a much more imposing character than those they replace. Many are two-storied and some even three-storied, and here and there a new style of architecture has been introduced, generally by those who have been abroad, and have learnt the advantage of modern improvements. The streets are certainly wider than of yore, though the old tendency to fill up the roadway with tables and stands is making itself manifest. There is still no room for any wheeled vehicles, but it is quite easy to see where the fire-strayed its devastating course by the narrowness of the old streets in comparison with the somewhat greater width of the new ones. Mr. M. J. line, Matheson & Co.'s new Hong Kong Amoy Bund is now built, and the Agents here moved in recently to their new building. There are some damaged buildings at the side not yet cleared away, and it will be some time before the view of the Bund is free from any traces of the fire of last year. I notice that a new French Post Office has been opened in a side street off the Bund: this is in addition to the French Post Office on the Island of Kulangsu, at Chian Bey.

THE AMOY DOCK.
In addition to its ordinary work, just now, it is engaged in repairing a Manila steamer, the s.s. Y. Souta which will soon be ready for leaving the Dock, after having been in several weeks.

STEAM LAUNCH RIVALRY.
Just now the steam launches running to Chian Bey and elsewhere are engaged in a suicidal policy of insensate opposition, and in some cases are actually running without charge. Big boards are put up in the front of the boat with the words, "no cash required," with the inevitable result that the launches are sadly over-crowded, beyond the margin of safety, none too large at any time. It is easy to see that if this foolish policy is persisted in, many launches will have to be taken off, even if a serious accident does not occur some of these fine days. It looks as if the rules of the Chinese Customs, limiting the number to be carried on each "trip," were being ignored, and going unpunished. It is no joke for those foreigners whose duties compel them to make use of these launches from time to time to be squashed amongst a crowd of Chinese on a launch, with often barely room to sit down, and knowing full well that it is overcrowded and none too seaworthy. It may be fairly safe in fair weather, but is very risky when travelling against the North-East Monsoon, amid the heavy waves occasioned by this blustering Boreas.

VALENTINE.
We bade farewell on Saturday last (10th inst.) to our friends, Mr. and Mrs. Frank Smith, of the I.M. Customs. They left us in the S.S. Hailan for their new post at Swatow, where Mr. Smith is to be Commissioner. A good many folks went on board to see them off, and to wish them success in their new sphere.

THE LAND COMMISSION.
In consequence of Mr. Frank Smith's transference to Swatow, the Chinese Householders on Kulangsu will have to elect another gentleman to represent them at the Land Commission. I hear that Capt. R. F. Fouchou has accepted the position as the nominee of the Foreign residents. He is in Fouchou at present, but will doubtless be back before long. Mr. G. Gray Donald, of the I.M. Customs, is the nominee of the Municipal Council.

YACHTING NOTES.

With the advance of the autumn and the approach of prevailing winds the yachting season is close upon us. Lovers of the sport are looking forward to it, too, with more zest than has perhaps been evidenced for some time past. The reason is not far to seek, for since the close of last season two 24-foot linear yachts have been built at the Hongkong and Whampoa Dock Company's yard at Haiphong. Even now they are in the water waiting to go to battle with the crabs of last year—the *Dione* and the *Vera*—for the Championship.

The two new boats are named the *Athena* and the *Elaph*, the former being designed by her owner, Colonel Brown, R.E. She is 23 feet long on the water line, has a beam of 6 feet 6 inches, and a sail area of 560 square feet. Taken all round she is a powerful and handsome looking boat, and much credit is due to her owner for the independent step he has taken. We wish him all the success that he deserves.

The *Elaph*, designed by the late Mr. A. H. Payne, of Southampton, is the property of Mr. C. A. Tones, an old yachtsman in Hongkong. She measures on the waterline 22 feet 8 inches, has a beam of 6 feet 4 inches, and a sail area of 590 square feet. She is a trim and fine looking craft, and we understand local experts prophesy great things for her.

The *Falcon*, owned by Commodore Robinson, R.N., is already in her native element and may now be seen almost daily in the Harbour. We commend the Commodore for being thus out in plenty of time. There is nothing like having everything trim and taut when the racing begins.

Nothing has been seen of the *Dione* yet, but we feel certain that her owners are not letting the grass grow under their feet, but that when the time comes last season's champion will be all there.

There have been no additions to the *One* Design class. We hear that Mr. John Hastings—a man hard to beat at the helm—has purchased a share in the *Bohio*, and will probably sail her.

The second class will be increased by the *Alannah*, a well-known boat in this harbour, and we understand that the *Fris* and *Durea* have changed hands and will sail under a new flag.

The season will be opened on the 31st inst. by a ladies' race, and the first club race to be sailed on the 1st proximo.

It is a matter of the deepest regret to all yachtsmen that Mr. A. H. Payne's passing has cut away. His wonderful talent for yacht design was known throughout the world, and, indeed, his fame reached Hongkong many years ago. The following boats were designed by him for these waters: *Payne*, *Tooler*, and *Elaph*, for Mr. Tones, which he built for his very last handiwork. The following boats were all built from the *Bohio*'s design: *Colleen*, owned by Hon. H. Pollock; *Kathleen*, owned by the R.E. Officers; *Alannah*, owned by Captain Crispin; and *Mina*, owned by Mr. A. Denison.

CHINA-JAPANESE COMMERCIAL TREATY.

According to the *Yiji* the provisions of the new treaty are substantially as follows:

Art. I.—Questions relating to Customs duties, supplementary Customs charges, the *leibis* tax and consumption tax, shall be determined in the same way as the treaties with other Powers.

Art. II.—Japan shall have the right of navigation between Ichang and Chungking, free from interference on the part of the Chinese.

Art. III.—Japanese vessels shall be entitled to enter any port in addition to the treaty ports, provided the fact be notified to the Customs.

Art. IV.—The regulations with regard to all enterprises carried out in co-operation between Japanese and Chinese shall be the same as those contained in the Anglo-Chinese Treaty.

Art. V.—The grant of copyright to Chinese publications or the registration of trade marks on Chinese products shall not be permitted, nor shall copyright be granted to any objectionable publication, whether Japanese or Chinese.

Art. VI.—This provision relates to the Chinese currency, and is the same as that in the Anglo-Chinese Treaty.

Art. VII.—This provision relates to a uniform system of weights and measures in China.

Art. VIII.—The present inland Navigation Regulations shall be revised.

Art. IX.—This provision relates to the "most favoured nation" clause.

Art. X.—Peking shall be opened to foreign trade after the withdrawal of the foreign legation guards at that place; Changchun in Hulan within six months after the exchange of ratifications of this treaty, and Mukden and Tatungku after the exchange of ratifications.

Art. XI.—This provision relates to the revision of the existing Chinese Codes. The English copy to rule should dispute arise out of a question of interpretation.

Art. XII.—The exchange of ratifications of this treaty shall take place at Peking within six months after the treaty shall have been signed.

How to Stop a Cough.

A simple but effective remedy is the following:—Breathing through the nostrils, inhale as full breath as slowly as possible without causing fatigue. Expel the breath in the same manner and repeat the operation ten times. This will stop the coughing for about a quarter of an hour. Take a dose of Chamberlain's Cough Remedy during this time, and the medicine will have a better opportunity to act and will speedily effect a complete cure. It always cures and cures quickly. For sale by all chemists and medicine vendors; WATKINS & CO., General Agents.

THE P. AND O. COMPANY.

Changes on the Australian Line.

In a recent issue, the *Times of Ceylon* says:—By February next year three familiar steamers belonging to the P. & O. Company will be taken off the Australian route, these being the *Rome*, which is at present in Australian waters, and which sails for Fremantle on her last homeward voyage on October 12; the *Britannia*, which will pass through Colombo for the last time, homeward-bound, on December 17; and the *Victoria*, which will go out of commission on completing her voyage to and from Australia in February next year.

The *Rome* will be replaced by the *Madagascar*, a handsome vessel of 10,000 tons with 14,000 effective horse-power, which was launched last year. She will call at Colombo for the first time on February 22 next. According to an Australian paper, the *Britannia* is to be replaced by the *Mongolia*, also of 10,000 tons displacement with 14,000 effective horse-power, and the *Victoria* by the *Manhattan* of 10,000 tons and 15,000 effective horse-power. Both these last are sister-ships of the *Madagascar*.

The local agents of the P. & O. Company have been officially regarding the removal of the *Rome*, but, probably, the information is correct, as it is known that the *Britannia* and the *Victoria*, in addition to the *Rome*, are to be laid up in London after completing the voyages mentioned above.

The *Rome* was built in '88, but was completely re-fitted with modern engines and machinery in 1892, and is remarkable on account of the daring but successful experiment which was then carried out of fitting the ship in two and adding a large section just forward of amidships. The *Britannia* is also well known, but the *Victoria* has been an extremely popular vessel on the Australian line. She established an outward record on her last voyage, by running from London, via Colombo, to Albany in 30 days 13 hours, and to Adelaide in 33 days 4 hours, including all detentions, which records, according to the Company's handbooks, remain unbeaten.

THE ANNAM ASHORE.

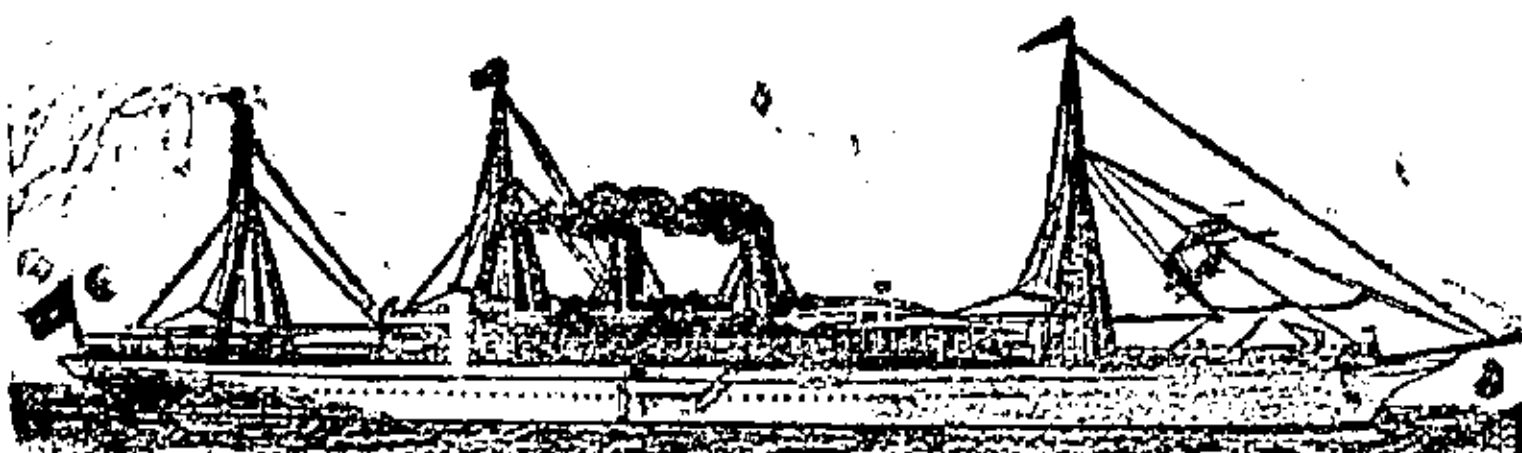
We (Singapore Free Press) of Oct. 13 regret to hear that the M. M. Steamer *Annam*, which took away from Singapore H.E. Sir Frank Swettenham, the Governor, ran ashore last night about seven o'clock, off the shore of Pulau Laut. The *Annam* left Borneo Wharf at 6 p.m., sharp, with Capt. Johns as pilot. As is the custom, he left the vessel when she got well outside the heads, and the mail steamer must have run ashore soon after, the hour's run from the wharf being approximately ten or twelve miles. Word was sent back for another Pilot, and Captain Thompson was starting for the stranded vessel, when suddenly upon the night, this taking place shortly after midnight, when the tide rose. It was high tide at 2.30 a.m., but of course before that time there would be sufficient water to lift the vessel, which, as she went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in the China Sea, but was at the spot where the *Annam* struck, and he was to be three miles east of Pulau Laut, the place can be easily located. The cause of the stranding was a large Chinaman who went too far to starboard and took the ground, which fortunately was only sand. A boat was immediately despatched for Singapore and the Agents were informed. The Captain of the *Annam* was informed that it was not in

Shipping.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, GERMANY, LIVERPOOL, GLASGOW, THAMES, OXFORD, PORTS in the LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.
FOR HAVRE AND HAMBURG.
CALLING AT SINGAPORE AND PENANG.
S.S. *Saxonia*, Capt. BREMER, 3rd November, 1903. Freight.
FOR ANTWERP AND HAMBURG.
CALLING AT SINGAPORE.
S.S. *Canada*, Capt. WAGNER, 10th November, 1903. Freight & Passenger.
FOR HAVRE, BREMEN AND HAMBURG.
CALLING AT SINGAPORE AND COLOMBO.
S.S. *Marburg*, Capt. STERN, 20th November, 1903. Freight.
FOR HAVRE AND HAMBURG.
CALLING AT SINGAPORE AND PENANG.
S.S. *Saxonia*, Capt. BREMER, 1st December, 1903. Freight.
FOR HAVRE AND HAMBURG.
CALLING AT SINGAPORE AND COLOMBO.
S.S. *Arminia*, Capt. FOWLER, 16th December, 1903. Freight.
For further particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
Queen's Buildings, No. 1.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
Callings SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY—SPEED—PUNCTUALITY.
Empress Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.
Sailing 3 to 7 Days across the Pacific.
PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)
R.M.S. *ATHENIAN* 3882 Tons... WEDNESDAY, Nov. 4, 1903.
R.M.S. *EMPEROR OF INDIA* 6000 Tons... WEDNESDAY, Nov. 18.
R.M.S. *EMPEROR OF JAPAN* 6000 Tons... WEDNESDAY, Dec. 16.
R.M.S. *EMPEROR OF CHINA* 6000 Tons... WEDNESDAY, Jan. 13, 1904.
R.M.S. *ATHENIAN* 3882 Tons... WEDNESDAY, Jan. 27.
R.M.S. *EMPEROR OF INDIA* 6000 Tons... WEDNESDAY, Feb. 10.
R.M.S. *TARTAR* 4425 Tons... WEDNESDAY, Feb. 24.
R.M.S. *EMPEROR OF JAPAN* 6000 Tons... WEDNESDAY, Mar. 9.
R.M.S. *EMPEROR OF CHINA* 6000 Tons... WEDNESDAY, Mar. 30.
R.M.S. *EMPEROR OF INDIA* 6000 Tons... WEDNESDAY, April 20.
R.M.S. *ATHENIAN* 3882 Tons... WEDNESDAY, April 27.
R.M.S. *EMPEROR OF JAPAN* 6000 Tons... WEDNESDAY, May 11.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition) and the diversity of MAJESTIC MOUNTAIN AND LAKE SCENERY through which the Railway passes. THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled. For further information Maps, Guides, Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,
PEDDER STREET, 1112
Hongkong, October 21, 1903.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, MOI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

| STEAMSHIP. | TONS. | CAPTAIN. | HONGKONG. |
|------------|-------|---------------------|-------------------|
| INDRAPURA | 4992 | A. E. Hollingsworth | November 14, 1903 |
| INDRASAMHA | 5197 | W. E. Craven | December 14, 1903 |

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.
Hongkong, October 15, 1903.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP COMPANY.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

| Steamers. | Destinations. | Sailing Dates. |
|-------------------------------|--|-----------------------------------|
| KAWACHI MARU, H. FRASER, | KOBE AND YOKOHAMA. | FRIDAY, 23rd Oct., at Noon. |
| KINSHU MARU, T. HARRISON, | BOMBAY, VIA SINGAPORE and COLOMBO. | MONDAY, 26th Oct., at 4 p.m. |
| BOMBAY MARU, T. MURAI, | MOI, KOBE AND YOKOHAMA. | FRIDAY, 30th October, at Noon. |
| WAKASA MARU, J. B. MACMILLAN, | MARSEILLES, LONDON, and ANTWERP, Via SINGAPORE, PENANG, COLOMBO and PORT SAID. | SATURDAY, 31st Oct., at Daylight. |
| IYO MARU, O. H. BUTLER, | VICTORIA, B.C. and SEATTLE, U.S.A., Via SHANGHAI, MOI, KOBE and YOKOHAMA. | MONDAY, 2nd Nov., at 4 p.m. |

Through Passenger Tickets issued to the Principal Cities in the United States, Canada, and Europe, in connection with the Great Northern Railway and Atlantic Steamship. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the option of travelling by the Sanyo Railway. For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor Chater Road.

T. S. Takayanagi, Acting Manager,
Hongkong, October 19, 1903.

Shipping.

OCEAN STEAM SHIP COMPANY LIMITED
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

| FROM | STEAMERS | TO SAIL |
|-----------------------|------------|----------------|
| GLASGOW AND LIVERPOOL | OANFA | 31st October. |
| GLASGOW AND LIVERPOOL | ULYSSES | 7th November. |
| GLASGOW AND LIVERPOOL | ACHILLES | 14th November. |
| GLASGOW AND LIVERPOOL | PROMETHEUS | 21st November. |
| GLASGOW AND LIVERPOOL | PEREUS | 28th November. |

HOMEWARDS.

| FOR | STEAMERS | TO SAIL |
|------------------------------|------------|----------------|
| MARSEILLES, LONDON & ANTWERP | PAK LING | 27th October. |
| LONDON & ANTWERP | TANTALUS | 10th November. |
| MARSEILLES & LIVERPOOL | NINAGROW | 16th November. |
| LONDON & ANTWERP | ANTIPOR | 23rd November. |
| MARSEILLES, LONDON & ANTWERP | ACHILLES | 30th November. |
| * LIVERPOOL | ACHILLES | 16th December. |
| MARSEILLES, LONDON & ANTWERP | PROMETHEUS | 23rd December. |
| MARSEILLES, LONDON & ANTWERP | DARDANUS | 30th January. |

TRANS-PACIFIC SERVICE.

| FOR | STEAMERS | TO SAIL |
|---|----------|----------------|
| VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST 100 TONS | OANFA | 3rd November. |
| NKI, KOBE & YOKOHAMA | TELUS | 30th November. |

For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, October 20, 1903.

CHINA NAVIGATION CO., LD.

| FOR | STEAMER | TO SAIL |
|--|----------|---------------|
| SWATOW, NINGPO AND SHANGHAI | WANGFOO | 22nd October. |
| CHIU and HAILO | UPPER | 4th October. |
| CHEFOO AND NEWCHANG | PAKHOI | 24th October. |
| WEI-HAI-WEI, CHEFOO & TIENSIN | NAKUNANG | 24th October. |
| MANILA | TAIWAN | 6th October. |
| PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, MELBOURNE, SYDNEY and MILBOURNE | TAIWAN | 26th October. |
| KOBE | TAIWAN | 27th October. |

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.
† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.
N.B.—REDUCED SALOON FARES, Single and Return, To Manila, and Australian Ports.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.
Hongkong, October 21, 1903.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, FORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

| PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION. | Sailing Dates, 1903. |
|--|----------------------|
| ROON | WEDNESDAY, 28th Oct. |
| PRUSSEN | WEDNESDAY, 11th Nov. |
| HAMBURG | WEDNESDAY, 29th Nov. |
| PRINZ HEINRICH | WEDNESDAY, 9th Dec. |
| KONIG ALBERT | WEDNESDAY, 23rd Dec. |
| KIAUSCHOU | WEDNESDAY, 6th Jan. |
| SACHSEN | WEDNESDAY, 20th Jan. |
| BATERN | WEDNESDAY, 3rd Feb. |
| GERA | WEDNESDAY, 17th Feb. |

* Steamers of the Hamburg-Amerika Linie.
ON WEDNESDAY, the 28th day of October, 1903, at Noon, the Steamship ROON, of the Norddeutscher Lloyd, Captain MENDEL, with MAIIS, PASSENGERS, SPELDE, and CARGO, will leave this Port as above, calling at Naples and Genoa.
Shipping Orders will be granted till Noon, on Monday, the 30th October. Cargo and Space will be received on Board until 5 p.m., on Tuesday, the 27th October, and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 27th October.
Contents of Packages are required. No Parcel Receipts will be issued for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation and carries a Doctor and Stewardsess. Linen can be washed on board.

For further Particulars, apply to Norddeutscher Lloyd, Melchers & Co., Agents.
1947

NORTHERN PACIFIC LINE.

NORTHERN PACIFIC S. CO. BOSTON S. CO.
BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY CO.
PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
SHANGHAI, MOI, KOBE AND YOKOHAMA.

| Steamers. | Tons. | Captains. | To Sail. |
|-----------|-------|---------------|--------------|
| SHAWMUT | 9806 | W. M. Smith | November 14. |
| OLYMPIA | 2837 | A. Dixon | November 25. |
| TACOMA | 2812 | M. Ridley | December 15. |
| VICTORIA | 3602 | J. Trubridge | December 19. |
| TREMONT | 9806 | T. W. Garlick | December 24. |
| LYRA | 4417 | J. V. William | January 21. |

* Have no second class accommodation. † Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.
S.S. SHAWMUT 9806 tons | Capt. W. M. Smith... About 22nd October.
S.S. TREMONT 9806 tons | T. W. Garlick... At 28th November.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information, Apply to Dodwell & Co., Limited, General Agents, QUEEN'S BUILDINGS.
Hongkong, October 17, 1903.

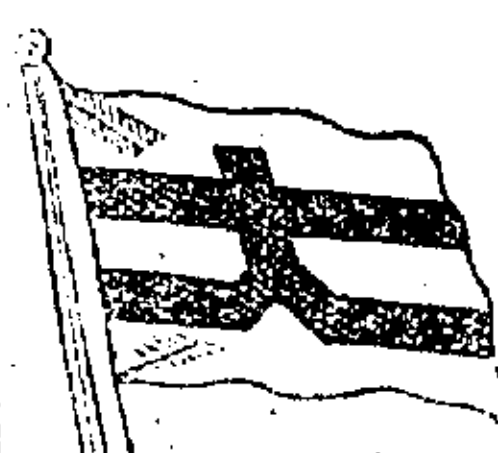
Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named:—

| TO | STEAMER. | TO SAIL ON | REMARKS. |
|---|----------------|---------------------|----------------------------|
| SHANGHAI | Benang | About 22nd October. | Freight and Passenger. |
| LONDON, &c. | Coromandel | Noon, 24th October. | See Special Advertisement. |
| SINGAPORE, COLOMBO AND BOMBAY | G. M. Montford | About 30th October. | Freight and Passenger. |
| YAM, VIA SHAI, MOI, & ROBE (passing through the Island Sea) | Formosa | About 31st October. | Freight and Passenger. |

* Calling at PENANG if sufficient inducement offers.
For further Particulars, apply to P. & O. S. N. Co.'s Office, Hongkong, October 19, 1903.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| For | STEAMSHIP | LEAVING |
|------------------------------|-------------|----------------------|
| TAMSAI Via SWATOW AND AMOY | DAIGI MARU | FRIDAY, 23rd Oct. |
| ANPING, Via SWATOW AND AMOY | MAIDZU MARU | SUNDAY, 25th Oct. |
| FOOCHOW, Via SWATOW AND AMOY | K. AKASHI | October. |
| TAMSAI, Via SWATOW AND AMOY | ANING MARU | WEDNESDAY, 28th Oct. |
| | DAIJI MARU | THURSDAY, 29th Oct. |

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified Doctor is carried. By the Co.'s Steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's Steamers from Shanghai.
For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light—Perfect Cuisine—Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

| Steamship. | Tons. | Captain. | For | Sailing Date. |
|------------|-------|--------------|---------------|---------------------|
| ZAFIRO | 2540 | R. Rodger | Manila Direct | Oct. 24, at 10 a.m. |
| RUBI | 2540 | R. W. Almond | Manila Direct | Oct. 31, at 10 p.m. |
| PERLA | 1980 | J. McGinty | | |

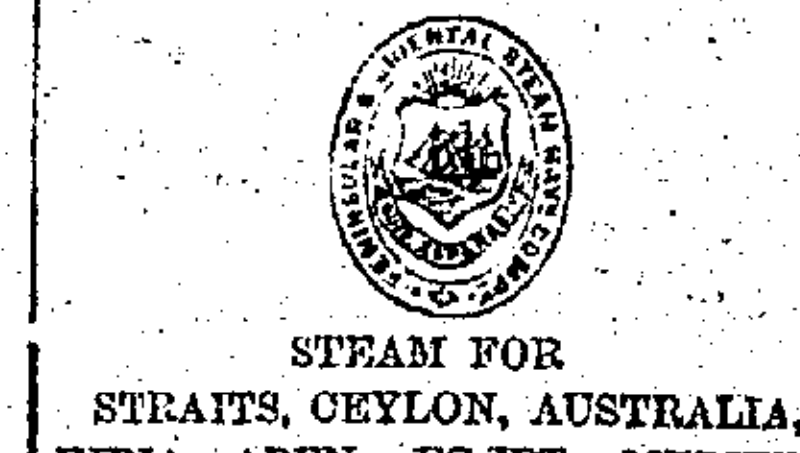
For Freight or Passage, apply to Shewan, Tomes & Co., General Managers.
Hongkong, October 17, 1903.



TOYO KISEN KAISHA

(ORIENTAL S. S. Co.)
REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

THE Company's well-known Steamship ROSETTA MARU, 3876 Tons, Captain H. S. SMITH, will be despatched for MANILA on SATURDAY, the 24th October, at 11 a.m.
To be followed by the ROHILLA MARU on the 29th October.
Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardsess carried.
For Freight or Passage, apply at the Company's Office, 3 Queen's Buildings, Ice House Street.
K. NAKASHIMA, Manager.
Hongkong, October 20, 1903.



INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
THE Steamship COROMANDEL, Capt. G. M. MONTFORD, carrying 1400 Majors, will be despatched from this Port for BOMBAY, on SATURDAY, the 24th October, at Noon, taking Passengers and Cargo for the above Ports.
Suez and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.
Receipts will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further Particulars, apply to E. A. HEWETT, Superintendent.
Hongkong, October 13, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship KUNSAUNG, Capt. BULLER, will be despatched as above on TUESDAY, the 27th inst., at Noon.
For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.
Hongkong, October 20, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL, (With Liberty to Call at Philippine Ports).

UNPROVED SAILINGS FROM HONGKONG. 1903. TO SAIL.

| STEAMSHIP | TO SAIL |
|-----------------|-------------------|
| KURDISTAN | About October 29. |
| RICHMOND CASTLE | Nov. 10. |
| ORONO | Nov. 19. |
| ORONO | Dec. 1. |
| LOWTHER CASTLE | Dec. 12. |
| SIKH | Dec. 22. |

For Freight and further information, Apply to DODWELL & CO., LTD. Agents.
Hongkong, October 17, 1903.

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW. THE Company's Steamship HAITAONG, Captain EVANS, will be despatched for the above Port on THURSDAY, the 22nd inst., at Daylight.
For Freight or Passage, apply to DOUGLAS LARRAIE & Co., General Managers.
Hongkong, October 20, 1903.

HAMBURG-AMERIKA LINIE.
FOR SHANGHAI.
(Taking Cargo at through rates to THAM, CHINSHAN AND HANKOW.)

THE Steamship LYEMOON, Captain TH. LEHMANN, will be despatched for the above Port on THURSDAY, the 22nd inst., at 4 p.m.
This Steamer has superior accommodation for First and Second-class Passengers. For Freight or Passage, apply to SIEMSEN & Co., Agents.
Hongkong, October 19, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR MANILA, Via AMOY.

THE Company's Steamship YUENSANG, Captain S. J. PAYNE, will be despatched as above on FRIDAY, the 23rd October, at 1 p.m.
For Freight, apply to JARDINE, MATHESON & CO., General Managers.
Hongkong, October 20, 1903.

THE AMERICAN ASIATIC STEAMSHIP CO.
STEAMSHIP SERVICE FOR NEW YORK, Via THE SUEZ CANAL.

THE Steamship NORDKYN, Captain A. BERN, will be despatched for the above Ports on THURSDAY, the 22nd October, at 4 p.m.
To be followed by the Steamship HERMAN, Captain W. T. BAIN, on or about WEDNESDAY, the 15th November.

For Freight, etc., apply to SHEWAN, TOMES & CO., General Agents.
Hongkong, October 17, 1903.

FOR SINGAPORE AND CALCUTTA. THE N. D. L. Steamship FREIDRICH, Captain PROSEN, will be despatched for the above Ports on FRIDAY, the 22nd inst., at 5 p.m.

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.
Hongkong, October 16, 1903.

STEAMSHIP SERVICE TO NEW YORK, Via SUEZ CANAL. (With liberty to call at Philippine Ports).

THE Steamship SENECA, Captain C. R. BURNETT, will be despatched as above on or about THURSDAY, the 6th November.

For Freight and further information, Apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department.
Hongkong, October 14, 1903.

STEAM TO CANTON. THE Splendid new Steel Twin Screw Steamer K'WONG CHOW, 1474 Tons, Captain WALKER, leaves HONGKONG for CANTON at 8.30 p.m. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 p.m. Unexcelled accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passengers Fare \$4.00 Single Journey. Meals \$1.00 each. The Company's Wharf is West of the Hongkong Harbour Master's Office. SHIU ON S.S. CO., LTD., No. 8, QUEEN'S ROAD WEST.
Hongkong, May 30, 1903.

HONGKONG-MACAO LINE. S. S. 'WING CHAI', CAPTAIN SAMUEL BELL SMITH, DEPARTURE from HONGKONG on week days at 7.30 a.m.; from MACAO, week days at about 2 p.m.; Sundays at about 7.30 p.m. Fare (week days) 1st Class (including cabin and servant) \$3. Return Ticket \$5. 2nd class \$3. 3rd class \$2. On excursion Sundays 1st, 2nd, 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket, includingiffin and dinner either on board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin which has accommodation for 2 or more passengers.

Wharf—At the Western end of Wing Lok Street. The steamer runs an excursion every Sunday. It takes only 24 hours to reach Macao.

MING ON & CO., 2nd Floor, 16, Victoria Street.
Hongkong, September 7, 1903.

THE HONGKONG DOCKS. A Record of the Founding and Development of the Hongkong and Whampoa Dock Co., Limited.

Reprinted from the 'CHINA MAIL'. Price... Fifty Cents.

To be had at the 'China Mail Office' 5 Wyndham Street.

Vessels Advertised as Loading

| Section. | Section. |
|---|---|
| 1. From Green Island to the Gas Works. | 7. From Naval Yard to Blue Building. |
| 2. From Gas Works to Jardine's Wharf. | 8. From Blue Buildings to East Point. |
| 3. From Jardine's Wharf to the Harbour's Office | 9. From Koller's Island to North Point. |
| 4. From Harbour Master's to the Market. | 10. Kowloon Wharves. |
| 5. From The Market to Peddar's Wharf. | 11. Jardine's Wharf. |
| 6. From Peddar's Wharf to the Naval Yard. | |

| Sailing Vessels. | | | | | | | | | |
|------------------|-----------------|-----|---------|------------|------|-------|----|------------------------|------------------------|
| Co. | Heien A. Wyman. | 2 c | Verhon | Brit. bge. | 516 | June | 13 | Order | |
| S | Lillebrøne | 2 k | Firmen | Amer. bge. | 1521 | Aug. | 19 | Master | |
| S | Paul Bayne | 2 c | Wistick | Amer. | 3410 | Oct. | 10 | Master | Belwell & Co., Limited |
| Sh | Prince Albert | 2 c | Hansen | Norw. sh. | 1489 | June | 10 | Blum & Co. | |
| Sh | Leonake | 2 k | Amsbury | Amer. bge. | 3347 | Sept. | 7 | Arnhold, Karberg & Co. | |
| Rob | Rosa | 2 c | Paw | Brit. bge. | 793 | Oct. | 7 | Siomssen & Co. | |

| | | | |
|-------|--|---|--|
| Sow | Kakawa, Stentor, | Hermiston, | Sophie |
| D. | Rickmers, Sept. 1; Japan, 8; Tanaka, | Lydia, 11; Sackness, Heathford, | D. 15; Albiga, Polypemus, 18; |
| P. V. | Hinkola Maru, Sept. 2; Bode, Tudea, | 22; Palester, 23; Sackness, 25; | Stevin, Indravetti, 29; Hinkola, Singapore, October 2; Aleia, Arabia, Flindshire, Formosa, Longshisa, Hamburg, Ne- |
| S. 2 | The N. Y. K. S. <i>Kinshin Maru</i> left Moji for this port on the 20th October, and is expected to arrive here on the 25th October. | The N. Y. K. S. <i>Bombay Maru</i> left Singapore for this port on the 20th Octo-ber, and is expected to arrive here on the 25th October. | |
| S. 3 | Station. | Hence. | Ind. |
| S. 4 | Hence. | Hence. | Hence. |
| S. 5 | Hence. | Hence. | Hence. |
| S. 6 | Hence. | Hence. | Hence. |
| S. 7 | Hence. | Hence. | Hence. |
| S. 8 | Hence. | Hence. | Hence. |
| S. 9 | Hence. | Hence. | Hence. |
| S. 10 | Hence. | Hence. | Hence. |
| S. 11 | Hence. | Hence. | Hence. |
| S. 12 | Hence. | Hence. | Hence. |
| S. 13 | Hence. | Hence. | Hence. |
| S. 14 | Hence. | Hence. | Hence. |
| S. 15 | Hence. | Hence. | Hence. |
| S. 16 | Hence. | Hence. | Hence. |
| S. 17 | Hence. | Hence. | Hence. |
| S. 18 | Hence. | Hence. | Hence. |
| S. 19 | Hence. | Hence. | Hence. |
| S. 20 | Hence. | Hence. | Hence. |
| S. 21 | Hence. | Hence. | Hence. |
| S. 22 | Hence. | Hence. | Hence. |
| S. 23 | Hence. | Hence. | Hence. |
| S. 24 | Hence. | Hence. | Hence. |
| S. 25 | Hence. | Hence. | Hence. |
| S. 26 | Hence. | Hence. | Hence. |
| S. 27 | Hence. | Hence. | Hence. |
| S. 28 | Hence. | Hence. | Hence. |
| S. 29 | Hence. | Hence. | Hence. |
| S. 30 | Hence. | Hence. | Hence. |
| S. 31 | Hence. | Hence. | Hence. |
| S. 32 | Hence. | Hence. | Hence. |
| S. 33 | Hence. | Hence. | Hence. |

| ARRIVALS AT DOCK. | | HONGKONG. | | HONGKONG. | |
|-------------------|------------------|-----------|--------|-----------|--------|
| Day of Week. | Time of Arrival. | Yuan. | Teigh. | Yuan. | Teigh. |
| Monday | 10.30 | 10.30 | 10.30 | 10.30 | 10.30 |
| Tuesday | 11.00 | 11.00 | 11.00 | 11.00 | 11.00 |
| Wednesday | 11.30 | 11.30 | 11.30 | 11.30 | 11.30 |
| Thursday | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| Friday | 12.30 | 12.30 | 12.30 | 12.30 | 12.30 |
| Saturday | 13.00 | 13.00 | 13.00 | 13.00 | 13.00 |
| Sunday | 13.30 | 13.30 | 13.30 | 13.30 | 13.30 |

| | | | | | | | | | | | | |
|--|-------|----|----|----|-----|---|----|-----|---------------|-------|----|-------|
| English Mail of the 24th Sept., left Singapore on Saturday, the 17th, at 11 a.m., and may be expected here on Monday Thursday, the 22nd Oct. | Sat. | 21 | 0 | 56 | 5.4 | 6 | 13 | 17 | Roshun .. | 23.75 | — | NE 8 |
| | | | 10 | 42 | 7.3 | 1 | 42 | 3.7 | Pesodan .. | 28.52 | — | NE 10 |
| | Sun. | 22 | 0 | 51 | 5.0 | 1 | 53 | 1.0 | Wohaiwah. 3 p | 30.26 | 69 | — |
| | | | 10 | 41 | 6.8 | 6 | 49 | 2.2 | Outzaff .. | 30.48 | 68 | EST 4 |
| | Mon. | 23 | 0 | 53 | 4.8 | 6 | 49 | 2.2 | Sharp 1 lb. | 22.99 | 71 | NE 8 |
| | | | 10 | 43 | 0.8 | 6 | 52 | 4.3 | Amoy .. | 22.99 | 71 | NE 8 |
| This Packet brings replies to letters from the following: Hongkong, Canton, Shanghai, Amoy, Swatow, Singapore, and the Straits Settlements. | Tues. | 27 | 0 | 51 | 4.7 | 1 | 48 | 2.3 | Shanghai .. | 30.78 | — | NE 6 |

| | | | | | | | |
|-----|--|--|-----------|--------|----|-----|----|
| M. | | | Via Tokio | 98.68 | | ENE | 2 |
| A. | | | Cape York | 98.71 | 89 | E | 3 |
| Jr. | | | Macao | 99.07 | 89 | E | 3 |
| Mc | | | Hongkong | 99.91 | 89 | E | 3 |
| N. | | | Manila | 99.93 | 96 | W | 71 |
| A. | | | Batavia | 100.00 | 89 | S | W |

The Imp. German Mail s.s. *Homburg*,
carrying the German Mails with dates
from Berlin of the 29th Sept., left Ca-

[illegible]

| | | | | | | |
|--|-------------------|-------|---------------|-------|----|---|
| the morning of 18th October. | Pro..... | 1197 | Oshima..... | 30.04 | SE | 4 |
| | On demand..... | 141 | Naha..... | 30.57 | E | 4 |
| Steamer <i>Seiseido</i> . | On Calcutta..... | 29.85 | Ishijima..... | 29.85 | E | 1 |
| Those <i>Yamaguchi</i> left Calcutta for this port via The Straits on 17th October, and may be expected here on or about 2nd | Wire..... | 1467 | Tsukuba..... | 29.80 | E | 8 |
| | On demand..... | 141 | Taichu..... | 29.72 | N | 0 |
| | On Singapore..... | 29.72 | Tainan..... | 29.72 | N | 3 |

| | |
|---------------------------------------|--------|
| On demand, | 71 1/2 |
| 30 days' sight, (private paper) | 72 1/2 |
| On Yokohama | 81 1/2 |
| On demand, | 81 1/2 |
| Gold Leaf, 1000 (per ton) | 86.00 |
| Sovereigns (Bank's premium) | \$1.65 |

| | | | | | |
|---|--|---|--|-------------------------------------|--|
| The C. N. Co.'s s.s. <i>Wanchang</i> left Hilo for this port on the 21st October, and is expected to arrive here on the 25th October. | | Prepare for Emergency | | Manila..... 97.76 88 72 SW 9 6 1 | |
| | | | | Batocod..... " " " " " " " | |
| | | | | Hilo..... 29.82 82 " SW 4 " " | |
| | | | | Cebu..... 31.81 87 " " " " " | |
| | | | | C. S. James..... 10a. " " " " " " " | |
| | | | | Manila..... 31a10a " " " " " " " | |
| The C. N. Co.'s s.s. <i>Changshu</i> , from Aus- | | WHAT would you do if taken with a severe attack of Colic or Diarrhoea and your physician could not be reached? | | | |
| | | | | | |

During the summer months children are subject to disorder of the bowels, and should receive the most careful attention. As soon as any looseness of the bowels is noticed, Chamberlain's Colic, Cholera, and Diarrhoea Remedy should be given.

on the morning of 23rd October for this port, and is due here on Friday, the 23rd October, at 10 a.m.

SHARE LIST.—QUOTATIONS.

| Stocks. | Am. of Shares. | Value. | Time up. | Stocks. | Am. of Shares. | Value. | Time up. |
|------------------------------------|----------------|--------|----------|---------------|----------------|--------|----------|
| BANKS. | | | | 103 1/2, sell | | | |
| Hongkong and Shanghai Bank Corp. | 60,000 | \$ 125 | all | London. 103 | | | |
| National Bank of China, Limited .. | 19,970 | £ 10 | £ 8 | 184, buyers | | | |
| | 29,955 | £ 10 | £ 8 | 184, buyers | | | |

| | | | | | | |
|-------------------------------------|--------|---|-----|---|-----|--------------------------|
| China Trade Insurance Co., Ltd. | 5,000 | £ | 100 | £ | 25 | Tls. 218, sellers, ex di |
| North-China Insurance Co., Ltd. | 30,000 | £ | 100 | £ | 20 | 41, buyers |
| Straits Insurance Co., Ltd. | 10,000 | £ | 250 | £ | 100 | 34823, sales |
| Union Insurance Society, Ltd. | 8,000 | £ | 100 | £ | 60 | 6135, buyers |
| Yangtze Insurance Association, Ltd. | | | | | | |
| FIRE INSURANCES. | | | | | | |
| — | on 100 | £ | 100 | £ | 50 | 580, buyers |

| | | | | | | |
|---|--------|-----|-----|-----|-----|------------------|
| Geo. Fenwick & Co., Limited, | 8,000 | 8 | 25 | 8 | 25 | \$27 |
| New Army Dock Co., Ltd., | 8,000 | 8 | 62 | 8 | 62 | \$374 sales |
| S. C. Fanning, Fry & Co. Ltd., | 55,700 | Tls | 100 | Tls | 100 | 11s. 11d. buyers |
| MILAN BLADES, T. OS, ETC. | | | | | | |
| China and Manila S. S. Co., Ltd., | 30,000 | 8 | 50 | 8 | 50 | \$19 sales |

| | | | | | |
|-------------------------------------|---------|------|----|-----|--------------|
| Star Ferry Company, Ltd. | 10,000 | 3 | 10 | 5 | 318. sellers |
| Shell Transport & Trading Co., Ltd. | 8,000 | 2 | 1 | 2 | 1 |
| T'ku Tui and Lighter Co., Ltd. ... | 200,000 | 115. | 50 | 115 | 50 |
| Shanghai Tug & Lighter Co., Ltd. | 200,000 | 115. | 50 | 115 | 50 |
| do. Preference. | 10,000 | 115. | 50 | 115 | 50 |

| WHAVER. | | | | |
|---|--------|----------|----------|------------------|
| BK. & Kow. Wharf & Godown Co. | 30,000 | 3 | 50 | all 888, sales |
| Shanghai and Hongkew Wharf Co... | 20,100 | Tls. 100 | Tls. 100 | Tls. 225, sales |
| LAND AND BUILDING. | | | | |
| Hongkong Land Investment and Agency Company, Limited | 50,000 | 3 | 100 | 100 \$154, sales |

| | | | | | |
|--------------------------------------|---------|----|-----|-------|-----------------|
| Wheaton Estate & Finance Co., Ltd. | 100,000 | \$ | 10 | all | \$11, sellers |
| West Point Building Co., Limited | 12,500 | \$ | 50 | \$ 50 | \$52, buyers |
| TRAMWAYS. | | | | | |
| H.E. High-Level Tramways Co., Ltd. | 1,250 | \$ | 100 | all | \$320, sellers |
| MINING. | | | | | |
| London Mining & Processing Co., Ltd. | 60,000 | \$ | 5 | \$ 5 | 60 cents, sales |

| | | | | | | | | | |
|---|---------------------------------------|---------|---------|----|---------|----------|---------|--|--|
| a | ■ ages du Tonkin. | | | | | | | | |
| b | Raub Aust. Gold Mining Co., Ltd. | 200,000 | £ | 1 | 18/10 | \$8½ | sellors | | |
| c | HOTELS, ETC. | | | | | | | | |
| d | Hongkong Hotel Company, Ltd. ... | 12,000 | \$ | 50 | all | \$148 | sellors | | |
| e | Oriente Hotel, Manila | 7,000 | \$ | 60 | 8 50 | \$58 | sellors | | |
| f | Astor House Hotel Ltd. (Tientsin). . | 2,000 | T. Tls. | 50 | Tls. 50 | Tls. 150 | buyers | | |

| LIGHTING. | | | |
|------------------------------------|--------|------|----------------------------|
| H.K. and China Gas Co., Limited... | 7,000 | Fls. | all \$140, buyers |
| Shanghai Gas Company, Ltd..... | 8,000 | Fls. | 50 Fls. 50 Fls. 108, sales |
| Hongkong Electric Co., Limited.... | 50,000 | \$ | 10 \$ 10 \$12.60, sellers |
| New Electrics (new issue) | 20,000 | \$ | 10 \$ 5 363, sellers |

| | | | | | | |
|------------------------------------|-------|-------|------|----|------|---------------|
| Bell's Asbestos Eastern Agency, | 8,604 | £ | 12/6 | £ | 12/6 | \$5½, sellers |
| Id. | 1,000 | ordy | \$ | 10 | \$ | 4 \$9, buyers |
| United Asbestos Oriental Agency, | 100 | dozrs | \$ | 10 | \$ | 10 \$200 |
| Limited | 800 | \$ | 50 | \$ | 5 | \$40 |
| Hongkong Bakery Company, Ltd. ... | 7,000 | \$ | 10 | \$ | 10 | \$15½, buyers |
| Hk. Steam Water-boat Co., Ltd. ... | | | | | | |

| | | | | | |
|--|--------|------|----|---------|------------------|
| Shanghai Cotton Manufacturing Co., Ltd. | 10,000 | \$ | 60 | all | \$145, sellers |
| Hong Kong Cotton Spinning Co., Ltd. | 10,000 | \$ | 10 | \$ 10 | \$142, buyers |
| Few Cotton Spinning and Weaving Co., Ltd. | 17,500 | Tls. | 60 | Tls.100 | Tls. 32, sellers |
| International Cotton Manufacturing Co., Ltd. | 10,000 | Tls. | 75 | Tls.75 | Tls. 40, sellers |

| | | | | | | |
|--|--------|----|----|-----|----|----------------|
| China Pr. vident Loan Mortgage Co. Ltd. | 50,000 | \$ | 10 | \$ | 10 | 50, sellers |
| China Borneo Company, Ltd. | 60,000 | \$ | 12 | \$ | 12 | 39.50, sellers |
| Universal Trading Co. | 20,000 | \$ | 20 | \$ | 20 | 223, buyers |
| Robinson Piano Co. Ltd. | 4,000 | \$ | 50 | \$ | 50 | 350 |
| Campbell Moore & Co., Limited ... | 1,200 | \$ | 10 | all | 10 | sellers |
| | | | 10 | \$ | 10 | 283, sellers |

| | Amount | Unit | Interst | Quotation |
|---------------------------------------|--------|------|---------|---------------|
| Storage Company, Limited | 10,000 | 5 | 10 | 10 |
| CIGAR COMPANIES. | | | | |
| Philippine Tobacco Trust Co., Ltd.... | 20,000 | 5 | 50 | \$18. sellers |
| Allambra Limited..... | 300 | 5 | 500 | \$250. buyers |

Printed and published by THOS. F. LEE, No. 5 Wyndham Street, Hongkong.
